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JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

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Latest Arrivals.

	From London.	Arrived out.	HOMeward. Arrived in London this day.
JAPAN—			
Yokohama	Oct. 17	Dec. 13	Dec. 15
Nagasaki			Dec. 18
Hakodadi			
CHINA—			
Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kin-kiang			
Chin-kiang			
Shanghai	Oct. 26	Dec. 19	Dec. 24
Ningpo			
Foo-chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Nov. 10	Dec. 27	Dec. 28
Canton			
Macao			
PHILIPPINES—			
Manila	Oct. 26	Dec. 19	Dec. 22
COCHIN-CHINA—			
Saigon			Jan. 1
SIAM—			
Bangkok	Oct. 26	Dec. 19	Dec. 22
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			Jan. 1
MALACCA STRAITS—			
Singapore	Nov. 26	Dec. 30	Jan. 5
Penang	Nov. 26	Dec. 28	

The next inward mail, with Hong Kong dates to Jan. 1, reached Suez on Jan. 31st and is expected to be delivered on the 11th. Telegrams from London to 25th Nov. had been received in Hong Kong.

List of Passengers.

PASSENGERS INWARD.

Per French mail str. *Said*, arrived at Marseilles Feb. 1.—From Yokohama: Messrs. Randon, Norf. From Shanghai: Messrs. Croutze, Raffin, Crace, Naller. From Hong Kong: Messrs. F. de la Vega, E. de la Vega, Frickel, Schuserer, Harrison, Giequel, Rosenthal, D'Aiquelles, Viera, Carrena Y. Farra, De la Cayegas, Hodden, Thorburn, Wolfe, Menti-play, Swashta Rohzayema, Swashta Tchjura, and eight other Japanese. From Saigon: Messrs. Coske, Siliris, Barron. From Batavia: Messrs. Titterant, Merenberg, Devonshire, Mr. and Mrs. Hogendorp and three children, Mr. Van Deeden and three children, Mr. and Mrs. Mechen. From Singapore: Messrs. Gatyman, Arreya, Valenti, Millan-dura, De Guendo, Alzurano, Gomez, Valdis, Cabo, Sivan, Renando, Santeyano, De la Astro, Padro, Iglesias, Chablon, Catelon, Mr. and Mrs. Van Keemen, Madame Michel, two children, and servant.

PASSENGERS OUTWARD.

Per P. and O. steamer *Poonah*, from Southampton, Feb. 4.—To Singapore: Major McNair, R.A., Mr. H. F. Plow, Capt. A. R. Ord, Mr. A. W. Cousins. To Ceylon: Mr. J. Le Cocq, Mr. H. Wiggins, Miss McCabe, Mr. and Mrs. Gillman, Lieut. Tegart, Mr. T. M. O'Brien, Mr. G. H. Withers, Mr. H. C. Hamilton. To Yokohama: Miss A. Mitchell. To Shanghai: Mr. R. G. Head. To Hong Kong: Lieut. Lee, R.E., Mr. F. Ponsford.

From Marseilles, Feb. 12.—To Hong Kong: Mr. J. Owen, Mr. G. Anderson, Mr. W. Odell. To Penang: Mr. A. F. Brown, two daughters, and son, Mr. and Mrs. H. J. D. Paddy, Mr. and Mrs. J. Buttery, Miss Smith. To Singapore: Col. and Mrs. Ord, and Mr. H. Ord, Miss Zobel, Mr. J. Watson, Mr. Niel Macleod, Mr. C. Low. To Ceylon: Mrs. Anderson. To Shanghai: Mr. Blair, Dr. and Mrs. C. Powles.

Per P. and O. steamer *Delta*, from Southampton, Feb. 20.—To Ceylon: Mr. C. Giles. To Hong Kong: Mr. and Mrs. Oley and four children, Mr. H. E. Woodhouse. To Shanghai: Mr. E. Hewett, Mr. W. Norling. From Marseilles, Feb. 28.—To Ceylon: Mr. P. W. and Mrs. Braybrooke. To Hong Kong: Mr. H. B. Walker, Mr. J. Ferguson, Mr. W. Newman, Mr. A. Andrews, Mr. T. K. Ashton, Mr. R. B. Parr (V.B.), Mr. Pemberton. To Shanghai: Mr. J. B. Hallam, Mr. P. Maclean. To Singapore: Sergeant-Major J. Rose.

Summary of News from the Far East.

JAPAN.

TWO MORE FIRES AT YOKOHAMA.

Our advices from this port are now brought down to the 15th December. The English mails of 18th October arrived

out on the 4th. By way of San Francisco we received news on the 29th ult. of two more fires having taken place, but as no details were given we did not deem it worth while to issue an extra.

The first of these occurred on the 4th Dec., and was confined to the native town. It originated in a quarter remote from the foreign settlement, and there being little wind did not spread very rapidly; still a good many small Japanese houses were consumed before it was put out. A small engine belonging to Mr. Hegt, worked by himself and other Europeans, was of great service.

The next alarm of fire—the third within a fortnight—was on the 9th December at 7 o'clock in the evening, when the British Hotel, kept by Mr. Moss, burst suddenly into flames, and being a wooden building in less than ten minutes the whole range, occupying three sides of a square, was as cleanly consumed as if it had never been. The flames, however, before the roof fell in communicated with the new two-storied wooden house next door, just opened as an hotel by Mr. Metzner. The fire speedily gained the mastery of the whole building, and although Mr. Hegt's new engine was, as usual, quickly on the spot, no water could be procured for a long time, and never a sufficient quantity to keep up a constant and effective stream. But there were hundreds of willing hands that set to work to save the adjoining carpenters' yard of Messrs. Wilkie and Laufenburg, by removing the sheds and timber. Very early there came to the scene many French sailors and soldiers of the 9th. On this occasion they worked well and without confusion, under the directions of their officers, and when the burning frame of the house fell down, the chance of the further spreading of the conflagration was at an end. The origin of the fire was in the overheating of the stove pipe in the dining room of the British Hotel.

On the 30th November an attempt was made by four Japanese to set fire to the French hospital annex on the hill—beyond the English barracks. They had heaped together a quantity of combustible material against it, and were about lighting it when discovered by the French marine on duty, who gave the alarm, but was not in time to secure them. There was a report also of a similar attempt to fire the English barracks, which was happily unsuccessful.

We have now more detailed accounts of the fire of the 26th November, and fuller particulars of the loss resulting from it, which will be found embodied under a separate heading. The momentary paralysis caused by the calamity was quickly succeeded by a reaction; all the merchants who were burnt out had procured temporary premises, and business had already been resumed with some degree of vigour. The destruction of so large a quantity of piece goods, &c., had naturally given an impetus to the import trade, and a general determination seemed to prevail to make the best of it, and "go a head" again with as little loss of time as possible. One of the results of the great fire has been that advantage has been taken of the immense space entirely cleared of houses to lay out that part of Yokohama in an improved manner, and there will be a very great addition to the security and beauty of the place from the plan on which it is proposed to divide the two settlements. Another result is that in consequence of the great losses caused by the fire, the agents of the insurance offices have met and determined on raising the rates of insurance to the extent of 50 per cent.

The political situation also seemed more promising. The *Japan Herald* announces that Stotsbashi has had from the Mikado the usual solemn audience of investiture, and the interregnum of the Shogoonate may therefore be considered as formally ended. The best feeling continues to exist between the Mikado and the Shogoon upon all political matters, and the latter devotes all his care and attention to the public good, attending daily to business and exerting the greatest possible activity in every department. In short, the new executive shows all the signs of a strong and energetic government.

According to the *Japan Times*, the Civil War in the Inland Sea was actually over. Troops continued to pour along the Tokaido daily into Yedo from the South, and everything seemed to indicate that a change of policy was initiated by the death of the late Shogoon. There are not wanting those, of course, who insinuate that most likely that event was hastened by the necessity of making such a change. Be that as it may, it is certain that all his arrangements have been reversed. The great assembly of Daimios which was ordered before his death will not now take place, the most influential refusing to attend. This move is regarded as a censure on the late Government for its conduct in the affair with Chiosiu, and that chief remains therefore on the field with all the honours of war. He retains at the present moment his conquests in the Straits, opposite to his own territory.

At about 5.26 A.M. on the 24th Nov. a very long and rather severe shock of earthquake was felt in Yokohama. The morning gun, an unusually loud one, had just been fired, and it seemed the signal for the disturbance of the earth; so curiously, indeed, that when the rumbling noise of the earthquake was first heard, one might well have imagined the sound to be the echoes of the shot from the surrounding hills. This noise increased in intensity, becoming at last very marked, more so, indeed, than was ever before noticed as accompanying a similar convulsion. The usual results of a severe shock, such as water being thrown out of basins, upper stories rocking, and severe creaking of beams, &c., were very clear, and many people were much alarmed. No mischief was done, however, we are glad to hear.

By the last mail steamer fourteen young Japanese gentlemen left Yokohama for Europe to see the Paris Exhibition; they were in charge of the Rev. Mr. Lloyd, Chaplain to H.M.S. *Scylla*, who comes to England on leave of absence. They will afterwards remain some years in this country, not simply to learn English and be put through the ordinary scholastic curriculum, but to go through a university course, and are expected to compete for honours. The same steamer conveyed as far as Shanghai, on the way to this country, a company of Japanese acrobats and jugglers. A second expedition of tumblers and jugglers left Yokohama for San Francisco by the *Archibald*, but they have given the rival troupe too long a start, and the novelty of the thing will have worn off. It is stated, we know not with what truth, that the notorious Col. Fisher is connected in some way with this speculation. These facts would seem to indicate that the recent edict of the Gorogio permitting Japanese subjects to travel is now in full force.

An unanimous move has at last been made by the community regarding the dollar currency question, and it is hoped that no further difficulties will arise. The Custom House has issued the following notification:—"The Japanese Custom House hereby notifies that it is willing to receive in payment of duties all *bona fide* Mexican dollars of full weight and without cracks or chops, so long as the foreign banks continue to receive the same. Should the foreign banks at any time cease to receive such dollars, the Custom House will also no longer receive them.—Signed, YASUDA JIBOKICHI, Superintendent of Customs."

An incident had occurred between Kanagawa and Yoshida, which reminds foreigners that they must continue to be on their guard beyond the limits of the settlement. As Mr. Van der Tak was driving home from Yedo, having a lady in the phaeton with him, a drunken Yakonin drew his sword, and gave chase for a considerable distance. From the top of the hill near the Governor's house to the bottom, Mr. Van der Tak was obliged to keep his horses at full speed to avoid the fellow, but he succeeded in distancing him, although at the risk of an accident to horses or to carriage through the rapid descent. In commenting on this event, and the fire, the *Japan Herald* says:—"We do not know that we attach much importance to the fact, but it certainly is extraordinary that 1866 acts up to the charter, and refuses to allow Novem-

ber to pass without trouble to foreigners. It will be remembered that poor Baldwin and Bird were murdered in November, and most of the untoward events that have succeeded each other in the history of Japanese and foreign intercourse have happened at about the same period of the year."

The Freemasons of Yokohama, says the *Herald*, have at length a local habitation of their own. They have taken the upper portion of a fine building erected on lot 38 for Mr. Carroll, under the professional superintendence of Mr. Dowson. The lower floor is used by Mr. Carroll as a store, in which he carries on his ship chandlery business, and the upper floor consists of a noble Masonic hall, a good sized refreshment room, and several smaller rooms necessary for the operations of the craft. The first meeting was held in it on the 21st December, when there were nearly eighty brethren present, including visitors. The "Yokohama Lodge" bids fair to rival in the number of its members most of the Eastern lodges; a prospect highly satisfactory to all "brethren of the mystic craft."

H.M.S. *Princess Royal* left Yokohama for Nagasaki, on her way homeward, on the 12th December. The Admiral arrived from Shanghai in the *Adventure* on the 19th December, and on the 28th she sailed again for Hong Kong with Captain Perry and some invalids of the 9th Regiment. The new U.S. Consul, General Stahl, had arrived.

NAGASAKI.

From Nagasaki we learn that the younger brothers of the Prince of Satsuma had started for an expedition to Europe, in which they will be under the care of one of the members of the firm of Glover and Co., one of their principal objects being of course to see the French Exhibition. The Prince of Satsuma himself will be an exhibitor, large quantities of "curios" and specimens of produce, manufactures, &c., having been already shipped for Europe on his behalf; one vessel lately despatched from Nagasaki took no less than 169 packages.

It will be remembered that when the late Shogoon was lying sick at Kioto, Dr. Bauduin, the Dutch physician of Nagasaki (who succeeded Dr. Pompe van Meerdevoort as President of the Japanese School of Medicine there), was sent for to attend him, but arrived too late to be of any service. This mark of confidence in European science has just been repeated. The Prince of Hizen being dangerously ill, one of his steamers was lately despatched to Nagasaki, and again Dr. Bauduin was called away to attend an illustrious native patient. It is to be hoped that in this case he will reach Hizen in time to be of service, and that his treatment may be successful.

The steamer *Coromandel* had been sold to Kishiu for \$100,000; the *Owari*, a sailing vessel, had also passed into Japanese hands, having been bought by the Government for \$30,000, and other sailing vessels have also been bought, or are being bought, for the purpose, it is said, of taking rice from the South to Osaka, via the Bungo Channel, the ordinary route by the Inland Sea being closed at present by Chiosiu. The P. and O. steamer *Azof* was also at Nagasaki, where it was expected she would be offered for sale.

Messrs. Alt and Co.'s Market Report, dated Nov. 30, says:—

Since the date of our last report we have received the mails of the 10th, 17th and 26th September. In Imports a fair business continues to be done, and where stocks are not excessive advanced rates are obtainable. Grey Shirtings, American Drills, and T Cloths, are in demand at quotations, but of the latter there are still no stocks. For White Shirtings a small inquiry exists, and White Spots and Brocades are in improved demand with no stocks. Dyed Brocades are less wanted. Fancy Prints, Turkey Red Goods, and Taffechellas are without change. For Yarns there has been a small inquiry, but a quotation has not yet been established. Camlets are in rather better demand at a slight advance on last month's rates; stocks, however, continue heavy. Scarlet Long Ells are still wanted. Black and Scarlet Spanish Stripes, Lustre Orleans, Camlet Cords, and Crape Lastings are saleable at quotations, and Figured Orleans and Velvets are much wanted, with very light stocks. For Shanghai Cotton there has been a fair demand, and sales have been made at \$33 per picul. At present quotations holders are firm. Lead and Spelter continue in small demand. Tin Plates and Tin are unsaleable. Small sized nail rods can be placed at quotations, but other sorts of Iron are dull. Coal is in good supply.

EXPORTS.—Supplies of produce continue equal to requirements, and lower rates made quoted for most articles. Vegetable Wax and Tobacco are in moderate demand at quotations. Galls and Camphor are in small request; of the latter about 400 piculs have been settled. Silk: The parcel referred to in our last has been purchased and shipped to Shanghai. Tea: This staple continues in good stock, but our dealers do not, as yet, show any great anxiety to press sales. Settlements have been about 1,300 piculs, chiefly for the American market. The cargo of the John Bunyan, which sailed for London on the 6th ultimo, consisted of 396,699 lbs. Green, and 45,965 lbs. uncoloured Tea. Total 442,664 lbs.

EXCHANGE.—6 months bills on London, 4s. 7d. On Shanghai, 10 days nominally 1 per cent. prem. On Hong Kong, par. Ichibous nominal, 306 to 308; but Dollars are unobtainable at these rates.

FREIGHTS.—To London, £2 10s. New York, £2 10s. per ton of 40 feet. Shanghai, \$3.50 to \$4. Hong Kong, the same. Vessels loading: Carnarvonshire, for London; Christian Rankin, for New York; steamers, Fee Loong and Kaffir Chief, for Shanghai; Alma, for Hong Kong.

CHINA. SHANGHAI.

On the 7th Dec., at the Supreme Court, before G. Goodwin, Esq., the case of *Jenkins v. Lane, Crawford, and Co.* was heard. From the evidence adduced it appears that Mr. Wilson, of Lane, Crawford, and Co., instructed their broker, Mr. Russell, to negotiate the purchase of a quantity of gunpowder. Mr. Russell thereupon purchased 250 kegs of powder of Mr. Jenkins, the plaintiff in the action, who charged Messrs. Lane, Crawford, and Co., the defendants, at the rate of 20 taels per picul. It afterwards came to the knowledge of Mr. Wilson that the plaintiff had not sold the powder on his own account, but for Messrs. Allen and Co., from whom he had bought the powder at the rate of only 13 taels per picul. Under these circumstances Mr. Wilson refused to settle with the plaintiff, alleging that the plaintiff had no right to so heavy a percentage for merely acting as agent or broker between Mr. Wilson and Messrs. Allen. The offer of 812 taels having been refused by the plaintiff, the present action was brought to recover 1,250 taels, the price of the powder at 20 taels per picul. After evidence had been given of the facts stated above, a verdict was entered for the plaintiff for the full amount, with costs and interest at 6 per cent. from the 18th of October, the date of the commencement of the suit. In our opinion the facts of the case should have entitled the defendants to a verdict, and we regret the decision of the judge, inasmuch as it serves to cover dishonest acts on the part of brokers generally.

The *North China Daily News* has the following remarks upon this case:—The case adjudicated upon in the Supreme Court, affords an interesting example of the difficulty frequently found in defining with exactness the true meaning of the term "broker." Usually he is supposed to be a third party in a transaction negotiating between two principals, and as such his rights and liabilities are tolerably well understood; but when a fourth person is introduced who partakes of both characters the frequently recurring question arises—in which is he to be regarded? In this amphibious character Mr. Jenkins appears in the case at issue. However extraordinary it may seem, he comes before the Court in two characters completely at variance with each other; and what is still more extraordinary, he is allowed to assume and retain the one most advantageous to his own interests. It must be galling enough to Messrs. Lane, Crawford, and Co. to have to pay fifty per cent. more than they needed to have done; but our sympathies are chiefly with the unfortunate Japanese, to whom the powder was consigned, who found themselves obliged to buy an article out of which four men in Shanghai alone had severally made a profit, and one of these profits so exorbitant as to become the subject of a suit.

An action was brought by Chapman, King and Co.'s compradore against J. A. Knox, a partner in the firm of Hawes and Co. The plaintiff said:—"On the 2nd of November Knox told me he had got a charter for one of Messrs. Chapman, King and Co.'s steamers. He asked me to go out and get a charter, and said he would pay me one-half of what he himself got on commission. I said I only wanted one-third. The charter was concluded. Messrs. Chapman, King and Co. gave Knox a commission in the form of a compradore's order. It was presented to me and I refused to pay it, unless I might deduct the one-third that was due to me. I insisted upon getting my one-third. Knox took out a summons against Messrs. Chapman, King and Co. in consequence of the order not being paid. The amount of the order was then paid to Messrs. Hawes and Co. I claim one-third of that amount."—The defendant denied that the plaintiff had obtained the charter, and said that all the plaintiff had to do was to see that the securities offered by the charterer were good. Messrs. Chapman, King and Co. refused to pay more than one and a-half per cent. The Chief Judge addressed the plaintiff at the conclusion of the evidence as follows:—"How comes it that you, being Messrs. Chapman, King and Co.'s compradore, and, as such compradore, it being your duty to ascertain whether the securities offered by the charterer be good or not, that you, I say, now ask payment from the brokers? What right have you to expect payment from them for doing business as your master's servant?" A verdict was then entered for the defendant.

In the case of *Jarvie, Thorburn and Co., bankrupts*, Mr. My-

burgh, on behalf of the creditors' assignees, addressed the Court as follows:—

"I consider it my duty to get an opinion from the Court as to the nature of the relations subsisting between Messrs. Jarvie, Thorburn and Co., and Messrs. Buchanan, Hamilton and Co. I would ask the Court to consider whether Messrs. Jarvie, Thorburn and Co. are responsible to Messrs. Ashton and Co. for more than any sum that may be due by them to Messrs. Buchanan, Hamilton and Co. I would also submit to the consideration of the Court that Messrs. Jarvie, Thorburn and Co. were merely agents of Messrs. Buchanan, Hamilton and Co., and that, in fact, if they had failed to carry out any engagements entered into by Messrs. Buchanan, Hamilton and Co. with Messrs. Ashton and Co., Messrs. Ashton and Co. would have had a remedy only against Messrs. Buchanan and Co., who, in their turn, might have proceeded against Messrs. Jarvie, Thorburn and Co."

The Court ruled that Messrs. Buchanan, Hamilton, and Co. were partners in Messrs. Jarvie, Thorburn, and Co., and so allowed the claim—about £13,000—against Messrs. Jarvie, Thorburn, and Co.'s estate.

Messrs. Maitland and Co. now put in a claim through Mr. Reid, who, in answer to Mr. Myburgh, said he was not certain that Messrs. Maitland and Co. had not proved for this amount against Messrs. Fletcher and Co., who have a joint account with the bankrupts.

Mr. Myburgh: "It must be ascertained whether this amount has been proved for against Messrs. Fletcher and Co. If it has, Messrs. Maitland and Co. cannot now prove against Messrs. Jarvie, Thorburn, and Co. If they were allowed to do so, Messrs. Jarvie, Thorburn, and Co. would be liable twice for the same debt. Messrs. Maitland and Co., assuming that they have not proved already against Messrs. Fletcher and Co., are at liberty to elect against whom they will prove for their debt, or they may prove for half of it against Messrs. Jarvie, Thorburn, and Co., and for the other half against Messrs. Fletcher and Co. Certainly they cannot prove for the whole against both the firms."

The Court then adjourned the case until the 13th January.

At the Supreme Court, before Sir Edmund Hornby, the case of *Glover v. Lewis* was heard on Nov. 11. This was an action brought by Glover and Co. against Captain Lewis, of the *Trebolgan*, to compel the re-delivery, free of freightage, to them of seven hundred and one packages containing vegetable wax and tobacco shipped on board his vessel in June, for Liverpool, on their giving guarantees of indemnification to him for so doing. The plaintiffs stated that they shipped in June last seven hundred packages on board the *Trebolgan*, with the understanding that the vessel was to have immediate despatch. After waiting some time, the plaintiffs, finding the date of the vessel's sailing very uncertain, wrote to Captain Lewis requesting the re-delivery of the goods. This the captain refused, and hence the present action. After hearing evidence of the above facts, Sir E. Hornby gave judgment that the plaintiffs were entitled to a return of the goods on condition of their giving a guarantee of indemnification to Captain Lewis.

In the case of *Jardine, Matheson, and Co. v. Yun-Chang Bank*, the plaintiffs claimed a balance of taels 3,536.87. The bank in question was closed, and had no assets except sundry outstanding debts, which it was endeavouring to collect, but which it was prepared to make over to plaintiffs. The latter, however, preferred obtaining a judgment against the bank. Judgment was accordingly given for the amount claimed, and the bank ordered to settle its affairs as quickly as possible.

The next case on the list was a cross action. *Overweg and Co. v. Francis*, and *Francis v. Overweg and Co.* Mr. Rennie appeared for Francis, Mr. Myburgh for Overweg, and Co. Francis claims in fact tls. 900 in respect of arrears of interest due on an expenditure of tls. 6,000 made by Francis in pursuance of an agreement of the 9th March, 1866. There are tls. 300 with which Overweg and Co. credited Francis, so that irrespective of an item of tls. 300 due for arrears of rent on an account of rent stated between them, Francis only claims tls. 600. Overweg and Co. dispute this sum being due, because they say Francis has recovered it from the Chinese contractor on a breach of his contract, which breach is against Overweg and Co. is a breach committed by Francis, and therefore they claim to retain tls. 600 as a measure of damage. And besides this they claim damages for general imperfect performance of the contract by the Chinese contractor. Francis was the person with whom they agreed, that the faults and breaches of

the contractor were the faults and breaches of Francis, that they wanted an European superintendent, and that Francis would not have one, hence the bad workmanship and the damages. The Chief Judge remarked that the case should never have been brought in Court. Such a case should have been settled between the parties themselves. He reserved his judgment.

The following items are from the *North China Herald*:—An important case arising out of the opium swindles to which we alluded some weeks ago has been tried before the Supreme Court. Messrs. Preston Breuell's compradore, it will be remembered, handed over forged delivery orders to sundry native dealers in return for hard sycee, and disappeared. The dealers, regarding him as the responsible agent of the firm in the transaction, sued the latter for the amounts out of which they had been swindled, and a verdict has been given in their favour.

Two other instances of the extreme point of depreciation which property has reached in Shanghai have occurred during the week. At the auction announced for the sale of the premises of the Shanghai Wharf Company, the property was bought in at tls. 28,000, the agent declaring that the bidding did not come up to the figure at which the directors would feel justified in selling. And some property belonging to Mr. Wiggins' estate, comprising the premises occupied by the *Recorder*, Messrs. Dadabhoy and Co., &c., was bought in for tls. 12,000.

The Pao-shan-hsien has had an interview with H. B. M.'s Consul, regarding the Indians who were reported to have been murdered at a village on the Woosung road a few weeks ago, and regarding whom nothing has since been heard.

The Chinese are busily employed in repairing the ruined bund of the Hangchow sea wall, at various places along the coast line; but have not yet attempted to restore the outer and stronger wall, on the very dilapidated state of which Major Edwards reported about two years ago. The inner one will alone be sufficient to protect the country, if kept entire; but, it is to be feared, will require constant repair if left unshielded.

The *Vineta*, of 28 guns and 350 men, has arrived in port from Honolulu.

A fire broke out in the foreign settlement at Ningpo on the 15th, which destroyed a number of Chinese houses. Several foreign hongcs were in imminent danger, but were saved principally through the aid of the men of the Anglo-Chinese Contingent.

We learn from Nanking that Tsen-kwo-fan, after resisting as long as possible the order to proceed to Peking, has at length yielded to pressure, and is about to leave for the capital, where, we presume, he will take up his substantive appointment of President of the Board of War. In that case, Li-hung-chang's acting appointment as Commissioner of Foreign Affairs will be made permanent, and he will succeed Tsen-kwo-fan as Generalissimo.

A rifle association, which has succeeded the defunct volunteer corps, has held a first meeting at Hong Kong. Sir Richard MacDonnell was present and inaugurated the proceedings by making a bull's-eye. Some correspondence has passed between the Chamber of Commerce and the foreign Consuls at Canton, relative to the proposed establishment of a line of telegraph between that port and Hong Kong. The French Consul appears to have shown great interest in the scheme, and to have impressed its advantages very strongly on the Governor, who promised to advocate it at Peking. His Excellency has also been induced by Mr. Mayers to declare the Hong Kong dollar a valid tender in payment of Chinese Government dues; and is said to contemplate lighting the river between Hong Kong and Canton.

Mr. Morel, of the Comptoir d'Escompte, proved against Rowley Miller's estate for a debt of Tls. 91,826.55. The proof of a debt claimed against the bankrupt's estate by the Commercial Bank was rejected. Mr. Myburgh, who appeared for the bank, moved for leave to appeal against the rejection, which was granted. The case was adjourned until the 31st Dec., to give the bankrupt time to file his accounts in accordance with the terms of the Act.

The transfer of the Bubbling Well Road to the Municipal Council has been completed; the latter having undertaken to pay all debts due up to the present time.

A meeting of the promoters of a Seaman's Church has been held, at which it was announced that upwards of tls. 3,000 had been collected. The hope at first entertained, of raising the required funds among the shipping seems to have been abandoned, as some tls. 1,500 of this have been collected among the community. At a meeting of the society for the relief of

destitute foreigners held on Friday, it was unanimously resolved by the three or four members who attended, to wind it up. The finances were found to be in not the most satisfactory condition, a large sum being due to the hospital for sick men who had been sent there.

Frederick Harvey, Esq., Her Majesty's Consul at Chinkiang, has issued a notification addressed to the several lessees of lots in the British Concession at Chinkiang, stating that there is now two years' ground rent due to Her Majesty's Government by the terms of their leases, and requesting that the amounts be immediately paid.

The Consul has also issued a notification to residents outside the British Concession reminding them that the arrears of ground rent due are to be paid to the Chinese Government through the medium of the Consulate, there being no regular Chinese Government Bank at Chinkiang. Each renter will receive a printed receipt under the seal of the Chinkiang magistrate.

The *Hankow Times*, writing on railways in China, says:—"Like others who have thought upon the subject, we, too, have our pet scheme, which we would now propose as being, in our opinion, by far the most likely to prove remunerative, while it would at the same time have the advantage of the surveillance of foreign merchants at both its termini—that is, a line from Shanghai to Ningpo, via Hangchow. This line would be about 180 miles in length, and it would command the entire local trade between those two ports, namely, that from Ningpo, including the cargoes of nearly all the junks up the coast, and a large proportion of the green teas and silk from the interior; and that to Ningpo from Shanghai, comprising all the native produce, such as oil, hemp, wax, &c., sent to the latter port from Hankow. The trade of Hangchow, too, would thus find its way direct to Shanghai—an item by no means to be overlooked, as a large quantity of tea and silk now comes through that city to Ningpo.

The *Recorder* has the following on the proposed college at Peking:—

It is now some three years since the Hon. Anson Burlingame suggested to his Government the desirability of devoting a sum of \$200,000 out of a surplus which had been paid by the Chinese in the settlement of the indemnity money, to the establishment of a college at Peking, having for its object the instruction of Americans in the language and literature of China, so as to fit them for acting as consuls and interpreters, and also to educate clever Chinese in English studies and in their own literature, with a view to their employment either by their own Government or by the United States. Upon the desirability of such a scheme being carried out it is needless to dwell at any length. The difficulty in obtaining interpreters is one which has always been very severely felt in the Consular Services in China, and at the present moment seems to be attracting no little attention in Hong Kong. Our Southern contemporaries point to a scheme which would practically be the counterpart to that suggested by the Hon. Anson Burlingame. They propose that a college for the instruction of interpreters should be established at Hong Kong. This would doubtless be of great use; but it appears to us that it would be far more desirable that the institution should be at Peking; as in that place the dialect in use among educated Chinese is actually spoken; and the studies of the students must therefore be very greatly facilitated by their residence at the Capital. There is, we hear, every wish to carry out the scheme which the Hon. Anson Burlingame long ago proposed. We need not say that we should like to see so desirable an object accomplished; and we think it might possibly be so arranged that the advantages of the institution would be common to all nationalities. There is the Customs' Service, who have constantly a large number of students at Peking; the British Government also send out young men in the same capacity; and it is now suggested that a college should be established by the Colonial Government at Hong Kong.

In accordance with instructions received from Peking, the Taoutai has had a notice posted about the French Settlement and also in the Native City inviting the Chinese to send any articles of manufacture or produce for the International Exhibition in Paris.

"Never say die" is a motto universally adopted by the foreign communities in China. Notwithstanding the gloomy accounts lately conveyed to them by each successive mail of the outturn of their shipments; and in spite of the woful depreciation of property in Shanghai evinced by the ruinous sacrifice of

Messrs. Jarvie Thorburn and Co.'s property, the residents of the "model settlement" are devoting all their energies to the erection of a theatre for the use of the amateur dramatic corps.

Messrs. Jarvie Thorburn's property at Kiukiang has been sold by auction for tls. 4,900, and that at Hankow for tls. 6,300.

A very extensive fire occurred at Tientsin about the 1st Dec. It broke out in the *K'u I Chea*, a place outside the city, where there are a large number of clothes shops, and over five hundred Chinese houses were burnt to the ground. A native Tientsin merchant informs us that the loss of property in the houses, and in the form of shirtings, T-cloths and other materials, is estimated at over tael 300,000.

The following letter has been published in Shanghai, in consequence of a misapprehension in regard to the Russian Service and Grants.

(To the Editor of the *Friend of China*.)

Kiachta, Nov. 4, 1866.

Dear Sir,—I observe in one of your leading articles of the 2nd of October that you take a very discouraging view of my courier line in consequence of an advertisement by the Russian Vice-Consul, to the effect that telegrams will be received for despatch to Europe by the Russian authorities at Peking and Tien-tsin.

As your leading article might possibly prejudice my line in the opinion of persons who are not *au fait* as to the difference between the Russian post and "Grant's Trans-Mongolian telegrams" line, I may mention that the Russian Trans-Mongolian line has been in operation for upwards of four years, and that the minimum time occupied in transmission of telegrams from Shanghai to Kiachta is twenty six days; whilst by Grant's Trans-Mongolian line the minimum time is fourteen days. This saving in time is considered so advantageous by nearly all of the mercantile community in Shanghai, that the extra three hundred per cent. that I charge is considered a bagatelle in comparison with the advantages that accrue.

By this courier I send a telegram to Hong Kong, which I feel confident will take the latest English news.

If the receiver of a telegram forwarded by my line to Hong Kong has obtained later news from Europe by any other line, I will deliver his telegram "gratis."

I trust, dear Sir, you will enlighten the public as to the merits of "Grant's Trans-Mongolian Telegram's Line."—I remain, &c.,

C. MITCHELL GRANT.

FOOCHOW.

The following record of the arrival of the tea clippers will be of service:—

In the year 1857 the *Crest of the Wave* arrived on September 26th, laden with half old tea and half new tea. She was followed by the *Maury* on October 15th, and by the *Fairy* on October 16th, thus giving her cargo a good nineteen days' start on the market.

In 1858 the *Fiery Cross* arrived on October 21st, followed by the *Crysolite* on November 25th and the *Kate Kearney* on December 2nd, and had a month and five days in advance.

In 1859 the *Ellen Rodger* arrived on October 23rd, beating the *Fiery Cross* by one day and the *Sea Serpent* by three days.

In 1860 the *Falcon* on September 26th was followed by the *Ellen Rodger* on October 4th, and the *Ziba* on October 10th, giving eight days.

In 1861 the *Fiery Cross*, on September 23rd, had sixteen days' advantage over the *Falcon*, on October 9th, and the *Ellen Rodger* on October 10th.

In 1862 the *Fiery Cross* arrived on September 27th. The *Flying Spur* on September 29th, and twelve days in advance of the *Min*, on October 9th.

In 1863 the *Bahama steamer* arrived on August 19th, the *Fiery Cross* on September 8th, and the *Ziba* (to Liverpool) on September 22nd. Five other vessels reached London 5th October, and the *Fiery Cross* got the £1 extra, owing to the wording of her bills of lading, although it was not intended that the ships should get the premium at all if they were beaten by the steamer.

In 1864 the *Serica*, on September 18th, was only one day before the *Fiery Cross*, on September 19th, which was followed by the *Robin Hood* on October 5.

In 1865 the *Fiery Cross*, on September 10th, was again only one day in advance of the *Serica*, on September 11th, and seven other vessels arrived on the 7th and 8th of October, while in the present year, 1866, the *Erl King* steamer arrived on August 22nd, and three ships, the *Taiping*, *Ariel*, and *Serica*, on the same day, September 6.

We think that results of the race for the last three years prove the folly of retaining the extra premium unless some saving clause as to number of days in advance be inserted.

HONG KONG.

The *Malacca*, P. and O. steamer, newly placed on this line, has arrived. She is a splendid ship in all respects, and has evidently been fitted up under the direction of some officer practically acquainted with the requirements of the China coast service.

With reference to the fearful conflagration at Yokohama, it is said that General Guy is about to despatch a commission of officers to Japan to inquire into the conduct of the troops belonging to H.M.'s 9th Regiment, whose excesses, under the influence of liquor, have been described as abominable.

THE PHILIPPINES.

MANILA.

On the 19th ult. the Spanish steamer *Malespina* arrived from Hong Kong with the London mail of 26th October, and public telegrams up to about 10th Nov.

IMPORTS.—We have to report rather a quiet market for plain staples generally, and increased willingness on the part of holders of White Shirtings especially, to meet buyers. In coloured goods also there has been less activity, very unseasonable weather having somewhat interfered with business.

EXPORTS.—The limited nature of supplies of all kinds of produce has again prevented anything like animation in our market, and prices are almost unchanged.

TONNAGE.—There are no disengaged neutral vessels in port, and though stocks of produce are light, suitable ships would probably obtain fully last rates for England, say 40s. and 45s. for sugar and hemp.

EXCHANGE.—First class 6 months-sight. Bills on London 4s. per dollar.

(FROM A CORRESPONDENT.)

WE have some hope of liberal changes in the commercial. Slow as the march of Free-trade has always been in Spain and her colonies (indeed the march has been frequently rather backwards and then forwards), she is now making one short and hesitating step in a right direction. At present the duties paid on goods imported by foreign ships are exactly double those on goods imported under the Spanish flag, the rates being respectively 14 per cent. and 7 per cent. But now the Madrid Government has come to the magnanimous conclusion—and we must be thankful for small mercies that goods imported by steamers direct from Europe shall only pay 50 per cent. more than if imported by Spanish ships, i.e., 10½ per cent. It was hoped that goods brought by steamers to Singapore, and thence transhipped to Manila, would enjoy the benefits of the great concession. But no! The ancient *cent. per cent.* has been in such cases exacted, and the decree is said only to contemplate importations by steamers coming round the Cape direct from Europe; so that practically for any present good, or even any prospective good that our generation can contemplate, they might as well have declared that when the Philippines march into the Atlantic they are to enjoy this splendid display of Spanish foresight and wisdom. However, *Cosas de Espana* need surprise nobody. We believe, however, the new Governor to be well disposed, but as the Dunderheads at Madrid have not learnt the old Castilian proverb, that "the fool knows more of what passes in his own house than the wise man of that which passes in the house of another" ("Mas sabe el loco en lo qui pasa en su casa qui el sabis de lo qui pasa en casa agena,") of course they are better informed of our wants and interests than we ourselves are! The moderations introduced some years ago have produced such good fruits that we might have hoped experience would have taught something, though it is said "the Bourbon race never learn anything they ought to learn, and never forget anything which they ought not to remember." You recollect that a few years ago Manila was the only port into which foreigners were allowed, or in which to settle, but now there are four foreign houses in Zebu and three in Iloilo, and, *mirabile dictu!* we have steam communications with both.

MALACCA STRAITS.

SINGAPORE.

From this port our advices are to the 5th January. The French mail of the 17th November arrived out on the 22nd Dec., and the English mail of the 26th November was delivered on the 30th.

Very stormy weather has prevailed in the Straits. The north-east monsoon (says the *Straits Times*) has continued to blow with unabated fury. The casualties to shipping between Hong Kong and Singapore this year have been far in excess of that of many years past—no less than thirty vessels having already put into the latter port, having been more or less disabled in typhoons. Even between Singapore and Penang the monsoon has been blowing very strong, so much so that the *Torch*, light vessel, stationed on the north sands, parted her cables and drifted, or rather was compelled to put, into Malacca. She was

towed back to her original position on the 14th December by the Straits Government steamer *Rainbow*, and the Straits steamer *Pluto* was despatched immediately on receipt of the intelligence with anchors and chain cables for the *Torch*. The British barque *Thomas Brown*, lately arrived from Australia, had shipped twenty-two horses for Singapore, and had fallen in with such bad weather off the Natunas that all except two or three were washed overboard, and those remaining were so much injured that they had to be killed. The vessel was thirty-six hours under bare poles, and narrowly escaped being wrecked.

The *Straits Times* says that the Oriental Bank at Singapore has received from the Hong Kong Mint for distribution a quantity of half-dollars, 20-cent, 10-cent, and 5-cent pieces. These were to be given as change to all applicants, and if in sufficient quantity would partly relieve the inconvenience felt from the want of a small coinage.

Madame Anna Bishop, the well known *cantatrice*, had arrived safely at Singapore, and was giving a series of concerts there before proceeding to India. It will be remembered that Madame Bishop was shipwrecked in the ill-fated barque *Libelle* on her way from Honolulu to China, and suffered greatly from the exposure and privations.

The *Straits Times* gives a description of the *Meteor*, an American screw steamer, which had reached Singapore on her way to China and Japan. The *Meteor* is said to be 1,220 tons new measurement, but according to the old measurement would be about 1,600 tons. Her length over all is 270 feet, breadth 34½ feet, and depth of hold 24 feet. Her engines, by Messrs. Horne, of Greenock, are of 250-horse power. Her average speed under canvas with shaft disconnected is about 15 knots, and under steam and canvas about 20 knots per hour [very short knots we should imagine]. She was built for a combination of wealthy merchants of New England to hunt down the *Alabama* and other Confederate cruisers, at the time they were making their depredations on Federal merchantmen, but on account of the war between the North and South having been concluded, was left on the hands of the owners, and was subsequently bought by Mr. Walsh, her present owner. She was built for a man-of-war, of the best American white oak, and pierced for 12 guns.

The following circular has been issued by the Borneo Company (Limited):—

Notice:—The connection of Messrs. Samuel Gillfillan, William Adamson, Henry William Wood, and Patrick William Auchincloss with our business terminated by common consent on the 31st October last, and they have ceased to act as managers for us.—Singapore, 3rd Dec., 1866. The BORNEO COMPANY (LIMITED).

Messrs. Lorrain, Gillespie, and Co. advertise that they have established a branch of their firm at Batavia under the style of Lorrain and Co., where the business will be conducted by Mr. W. H. Hill and Mr. J. G. Wilson.

The proprietors of the *Singapore Free Press* (Mr. William Marshall and others) announce a dissolution of partnership. The paper will in future be conducted by Mr. C. H. Westlake.

The French Consul at Singapore publishes the following notification:—

Notice is hereby given to the public that the light and anchorage dues at present collected in Saigon will be modified as follows from 1st January, 1867, by virtue of an order under date of 22nd November last from the Vice-Admiral Governor and Commander-in-Chief in Cochin China:—

1st. The light duty of 3 cents of a dollar per ton and per year is suppressed for vessels of all nations.

2nd. The duty of ½ or ¼ dollar, as the case may be, collected on all vessels excepting French and Spanish is reduced to a fixed and single tax of 2 francs per ton for French and foreign vessels of all nations.

3rd.—The duty will be one franc for vessels arriving in ballast and sailing with a cargo. It will not be charged to vessels arriving in ballast and sailing with same.

4th.—French and Foreign Men-of-war, and Mail boats of the Messageries Impériales are exempted from the duty before-mentioned.

Vessels chartered by the State for the Local Government are exempted in the proportion of the tonnage with which they are loaded.

These last mentioned vessels will pay, in addition, the half duty when they sail again with a cargo.

The Consul for France.

C. TROPLONG.

Singapore, 18th Dec. 1866.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

ALLAN—On the 23rd Nov., at Penang, the wife of John Allan, Esq., of a son.
 AITKEN—On the 14th Dec., at Hankow, the wife of James Aitken, of a daughter.
 BURN—On the 18th Dec., at Malacca, the wife of Major James Burn, Bengal Staff Corps, and Resident Councillor of Malacca, of a son.
 BURN—On the 18th Dec., 1866, at Malacca, the wife of Major James Burn, Bengal Staff Corps, and Resident Councillor of Malacca, of a son.
 COUTTS—On the 24th Nov., at Shanghai, Mrs. Coutts, of a son.
 DARKE—On the 1st Dec., at Shanghai, the wife of Captain F. M. Darke, of a daughter.

FRASER—On the 6th Dec., at Yokohama, the wife of James Campbell Fraser, Esq., of a daughter.
 HARVEY—On the 24th Jan., at The Green, Pembroke, the wife of Commander Frederick Harvey, R.N., of a daughter.
 JOHNS—On the 18th Dec., at Shanghai, on board the ship *Cauvass Back*, the wife of Captain John, of a daughter.
 LAMBERT—On the 25th Jan., at Liverpool, the wife of Robert Carr Lambert, Esq., of Hong Kong, of a son.
 ROSS—On the 1st Dec., at Yokohama, the wife of George Ross, Esq., of a daughter.
 STANFORD—On the 26th Jan., at Canonbury Park north, Mr. George Stanford, late of Shanghai, of a daughter.
 WOLFE—On the 4th Dec., at Foochow, the wife of the Rev. R. J. Wolfe, of a son.

MARRIAGES.

CAULFIELD—REDDIE—On the 10th Dec., at Yokohama, by the Abbe Girard, and at H.B.M.'s Consulate by F. G. Myburgh, Esq., H. B.M.'s Consul, Thomas Caulfield, to Caroline, niece of Sergeant-Major Reddie.
 LEONARD—BLACKWELL—On the 3rd Dec., at Shanghai, by the Rev. C. H. Butcher, James Keith Leonard, Esq., Commissioner of Customs, Ningpo, to J. F. Blackwell, second daughter of the late T. Blackwell, Esq., Edinburgh.
 PARKES—WILSON—On the 22nd Dec., at the Union Church, Hong Kong, by the Rev. Dr. Legge, the Rev. Henry Parkes, of the Wesleyan Mission, Canton, to Miss Anne Wilson, of Staffordshire.
 SHORTIDGE—HARPER—On the 13th Dec., at the Presbyterian Church, Singapore, by the Rev. William Jeffrey, Samuel Shortridge, Esq., of Sourabaya, Java, to Mary Anne, fourth daughter of the Rev. James Harper, of Leith, Scotland.
 VISE—NORCHIE—On the 29th Jan., at St. James's Church, Piccadilly, by the Rev. Granville S. Howard Vise, rector of Boulogne, Northamptonshire, Lieut.-Colonel Edward Howard Vise, 3rd (King's Own) Mus-sars, to Mary, second surviving daughter of Mrs. Norcliffe, of Langton Hall, Yorkshire, and of the late Henry Robinson, of York.

DEATHS.

AITKEN—On the 21st Dec., at Hankow, Annie Jane, the infant daughter of James Aitken, Esq.
 BUTCHER—On the 2nd Dec., at Shanghai, accidentally drowned, W. Butcher, chief officer of the receiving ship *Waterwitch*.
 HODGSON—On the 24th Dec., at Shanghai, Robert Page Hodgson, aged 30 years.
 ROSS—On the 3rd Dec., at Yokohama, the wife of T. J. Ross, Esq., aged 35.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months' sight.	4s. 6½d. to 4s. 7d.	4s. 7½d. to 4s. 8d.
At Shanghai	6 ditto	6s. 8½d. to 6s. 9d.	6s. 9d. to 6s. 10d.
At Canton			
At Hong Kong	6 ditto	4s. 6½d.	4s. 6½d. to 4s. 7d.
At Mucuo			
At Singapore	ditto		
At Manila	ditto	4s. 6d.	4s. 6d.
At Shanghai, bills on India, Rs. 301 to 302 per 100 taels. At Hong Kong, Rs. 220 to 221 per \$100. Bar Silver at Shanghai, t/s. 111.20; at Hong Kong, 11 per cent. prem. Mexican dollars at Shanghai, t/s. 74.8 per 100; and exchange on Hong Kong, 28 discount. Hong Kong and Shanghai Bank shares, old, 8, new, 7 per cent. dis.; Gas Company, par; Hong Kong and Whampoa Dock, 13 to 20 per cent. prem.; Steam Shares, 10 per cent. dis.; Union Dock Company, 25 per cent. dis.; China Traders Insurance, \$50 per share prem.			

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kana-gawa & Nagasaki.	From Shanghai and Hankow.	From Foo-chow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to Nov. 30, 1866	675831	44552681	38457624		10315469	94001605	32156
Corresponding period last season	722939	40340898	37678800	747284	10426126	89917046	49566

SHIPMENTS SINCE.

Ship.	From.	
Dec. 7 ... Osprey	... Foochow	798,700
— 8 ... Cinzala	... Do.	1,069,800
— 15 ... Elora (str.)	... Canton	1,758
— 27 ... French mail steamer	... Hong Kong	2,260
— ... Weymouth	... Foochow	1,166,700

Telegrams to Jan. 1 report the total export of tea to Great Britain at 100,000,000 lbs against 102,000,000 lbs. in 1866.

TO UNITED STATES.

						Pels.
From June 1 to Nov. 30, 1866	...	...	...	...	13600332	239½
Corresponding period last season	...	...	...	...	15310683	66
Dec. 5 ... Antelope	... Shanghai	...	1,108,400			
— 8 ... Brothers	... Amoy	...	426,870			
— 7 ... Charger	... Canton	...	46,240			
— 9 ... Banua	... Yokohama	...	457,751			
— ... George Shotter	... Foochow	...	522,090			
— ... F. Rech	... Do.	...	560,000			
— ... Queen of the Ocean	... Do.	...	725,600			
— ... Kate Krmie	... Do.	...	595,600			

TO THE CONTINENT.

						Bales.
From June 1 to Nov. 30, 1866	...	...	...	...	957500	...
Corresponding period last season	...	...	...	...	1986840	...

SHIPMENTS SINCE.

Ship.	From.	
Dec. 5 ... Yeavering Belle	... Foochow	671,300

TO SAN FRANCISCO.

					Ten pks.	Boxes
From June 1 to Nov. 30, 1866	...	...	...	...	35059	66
Corresponding period last season	...	...	...	...	18457	405

SHIPMENTS SINCE.

Dec. 8 ... Louis Kniffier					400
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TO AUSTRALIA.

From June 1, 1865, to Nov. 30, 1866	...	...	...	...	7,601,378	
Corresponding period last year	...	...	...	...	5,668,615	

SHIPMENTS SINCE.—None.

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales. China & Japan.
From 1843 to 1844.....	51,022,600	...
" 1845 to 1846.....	57,334,300	18,604
" 1850 to 1851.....	68,972,000	22,143
" 1853 to 1854.....	77,327,800	61,280
" 1855 to 1856.....	92,240,300	50,481
" 1857 to 1858.....	76,990,255	68,314
" 1859 to 1860.....	65,789,792	83,139
" 1860 to 1861.....	85,560,432	64,164
" 1861 to 1862.....	90,086,160	70,645
" 1862 to 1863.....	109,854,040	79,199
" 1863 to 1864.....	121,273,580	72,887
" 1864 to 1865.....	117,463,586	46,693
" 1865 to 1866.....	121,336,870	32,313
" 1866 to 1867.....	115,333,042	62,990

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Nov. 30, 1866...	2776	—	50	135	92	45

SHIPMENTS SINCE.—None.

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Nov. 30, 1866...	500	...	...	955	...	417

SHIPMENTS SINCE.—None.

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pon- gees Pieces.	Wool Piculs.
From June 1 to Nov. 30, 1866...	124836	40669	4417	7079	2635	...

SHIPMENTS SINCE.

Dec. 7 Charger 32000 ... 9329 ... 1488 ... — ... — ... —

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Tael.
From June 1 to Nov. 30, 1866...	731	...	27312	5579	2747	245101

SHIPMENTS SINCE.

Dec. 8, Louis Kniffler — ... — ... 3409 ... 289 ... — ... \$5500

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Tael.	Crackers Box
From June 1 to Nov. 30, 1866...	170	...	2469	2718	...	...

SHIPMENTS SINCE.—None.

The picul is 133½ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

SHIPPING INTELLIGENCE.
ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London, Dec. 10, Dilkhoosh; 19, James Shepherd.

At HONG KONG AND CANTON.—From Havre, Dec. 25, Taffarette; from London, 23, Sea Belle.

At MANILA.—From Rotterdam, Dec. 21, St. Helena; from New York, 17, Jeanie.

At SINGAPORE.—From London, Dec. 19, Petchelee; from United States, Dec. , U.S. Shenandoah; from Liverpool, 10, Sophie; from Sunderland, 15, Eva; from Hamburg, 17, Penguin; from New York, 16, Meteor (str.).

At PENANG.—None.

At BATAVIA.—From London, Rota, Dec. 7, Erl King (st.); from Glasgow, County of Lanark, Betty; from Liverpool, Oscar, Coquetdale.

DEPARTURES.

From YOKOHAMA.—For New York, Dec. 9, Banda; 12, for England, calling at the China ports, H.M.'s ship Princess Royal.

From SHANGHAI.—For London, Dec. 11, Southern Cross, 17, Harlow, 19, Dundonald; for New York, 17, Lady Louisa, 18, Assyrian, 11, Andreas.

From MACAO.—Dec. 20, for Havana, S. Vicente, 23, Henry IV.

From MANILA.—For Liverpool, Dec. 1, Rinaldo (from Zebu), for London, 22, Eleanor.

From FOOCHOW.—For London, Dec. —, Weymouth; for New York, Dec. —, George Shutter, F. Reek, Queen of the Ocean, Kate Carnie.

From SINGAPORE.—For Liverpool and Glasgow, Dec. 17, Bothwell

Castle; for Falmouth, 9, Carleshaven; for Bristol, 15, Dorothea; for Hamburg, 12, Patriot; for New York, 19, Albatross; do. (via Penang) 8, Queen of May; 20, Ceylon.

From PENANG.—None.

CASUALTIES.

BATAVIA.

Telegraphic news from Batavia to 29th Dec. reports that the Koning Willem III. foundered in the China Sea, and the Cornelis Anthony and Iais on the Coast of Java. All partly insured in London offices.

MANILA.

The British barque Jeannie, bound from New York to Hong Kong, put into Manila with cargo shifted and otherwise damaged.

The Dutch brig St. Helena, from Rotterdam to Hong Kong, also put into Manila with loss of bulwarks, sails, &c.

COMMERCIAL POSTSCRIPT.

The French mail steamer which arrived at Marseilles on the 1st instant has brought the following cargo:—Silk, 2,671 bales; cocoons, 24 packages; silkworms' eggs, 48; silk piece goods, 27; tea, 12; curiosities, &c. 56; indigo, 108; sundries, 81; rhubarb, 12.

ARRIVALS NOT IN THE TABLES.—Feb. 1, at Liverpool, from Singapore, Lochleven Castle; Jan. 29, at Texel, from Batavia, Aquarius; 30, Ortelius; from Samarang, Dagmar; 26, at Helvoet, from Padang, Jane (not John as previously reported); Feb. 4, at Liverpool, from Singapore, Unrivalled; 2, at Falmouth, Cecrops; in the Downs, from China, Janet Mitchell, Victoria, Louisa; at London, Herald.

DEPARTURE.—From Falmouth, Feb. 2, for Hong Kong Str. Taiwan.

CASUALTIES.—About 200 bales of the cargo of the City of Delhi, Taylor, from Singapore, stranded near Dungeness Jan. 28, have been picked up; divers will be employed to raise the tin; the remains of the hull and materials will be sold.

The Maria Anna, from Java, reported arrived at Zierikzee, has gone ashore near that place Feb. 2.

Literature.

The literary productions of the fortnight have not been numerous. The only one which commends itself specially to notice as directly concerning our readers is a little work, published by Mr. Churchill, entitled *The Tropical Resident at Home*. This is the work of a physician who has himself passed a large portion of his life in India, and much of the advice tendered is the fruit of his own experience since his return to this country. The many valuable suggestions which the book contains are conveyed in that uniformly pleasant and un-dogmatic tone which compels the most prejudiced reader to read on, unconsciously losing his prejudice, from the utter absence of *antagonism*, as he proceeds. That he will be the wiser for his pains we have little doubt. A new Plan of Shanghai, very carefully constructed and complete in all its details, has just been published for the Municipal Council of Shanghai. Every block of buildings is distinctly shown, the foreign houses being colored red, the foreign warehouses (godowns), neutral tint and buildings occupied by Chinese yellow. We understand that a supply of these plans will be forwarded to Shanghai by next mail.

PROGRESS OF THE RUSSO AMERICAN TELEGRAPH.—The steamer *George S. Wright*, of the Russia American Telegraph Company. Capt. Patterson, arrived November 29th in Esquimaux harbour from Russian America, having on board Colonel Bulkley, Lieut.-Col. Wicker, and Messrs. John F. Lewis, E. K. Laborne, and George A. Nunez. She left Plover Bay on the 13th October. The companies were all well when the *Wright* left, and the work was proceeding satisfactorily. The entire route is now explored. In Eastern Siberia the houses and stations were built, and many thousand poles were up. The party who left there last year under Major Abassa were progressing finely. Left a party at Plover Bay, under Capt. Kelsey, who built twelve miles of wire during the few days the steamer stopped there. Winter was setting in when the steamer left. The Russians behaved very kindly, and the Esquimaux and Tchukichi (Siberia) tribes were very well disposed, the party evincing the greatest desire to assist. Everything is ready for prosecuting the work vigorously next spring, and Colonel Bulkley purposes commencing operations earlier next year than he did this. The party are all in good health.

CONSECRATION OF COLONIAL BISHOPS.—On the 2nd inst. three colonial Bishops were consecrated in Canterbury Cathedral—the Rev. E. Milman to the bishopric of Calcutta, the Rev. W. C. Sawyer to that of Grafton and Armadale, and the Rev. C. R. Alford to the see of Victoria (Hong Kong). The Archbishop of Canterbury officiated, and was assisted by the Bishop of Oxford, the Bishop of Rochester, Bishop Smith, the Bishop of Dunedin, &c. Most of the official dignitaries of the cathedral were also present, and took part in the ceremonial, which was witnessed by a very large congregation.

THE President of the United States has issued a proclamation forbidding ship captains to put into any port on the coasts of Japan, except the open ports of Yokohama, Nagasaki, and Hakodadi, except when forced therein by stress of weather.

THE Company des Forges et Chantiers of France has built at La Seyne a plated frigate for the Japanese Government. It costs £140,000. Six large cannon are included in this sum.

THE CIVIL SERVICE.—FOREIGN OFFICE.—Messrs. W. N. Abdy, H. A. Giles, A. R. Magnay, and B. C. G. Scott have been appointed student interpreters in China, Consular Service.

NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the *FAR EAST*, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, and other parts of the *FAR EAST*, will be supplied on application at the Office, where files may be seen of the Journals published in those countries.

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails via Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the *FAR EAST*.
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The London & China Telegraph.

LONDON, MONDAY, FEBRUARY 4, 1867.

THE GREAT FIRE AT YOKOHAMA.

Owing to the receipt of our despatches *via* Brindisi some days in advance of the P. and O. mails *via* Marseilles, we were enabled to give the earliest account of this great calamity in our issue of the 26th ult. The local papers and correspondents' letters since received bring many additional details, and enable us to give a more circumstantial account of the progress of the conflagration, as well as to relate many noteworthy incidents attending it. As already related, the fire originated in a small cookshop some distance from the foreign settlement, which would in all probability have escaped injury had it not been for the proximity of the *Yoshiwarra*, or *Gankiro*, a quarter especially set apart, as is customary in Japanese towns, for prostitutes—with tea houses, bath houses, and shops of every description for their special use. This is the "establishment for the education of young ladies" mentioned by the Duke of Newcastle in the House of Lords in the Kagosima debate of 1863, as having been half burnt and rebuilt so rapidly. It has always been an intolerable moral and physical nuisance, and besides a great source of danger to the settlement. Japanese of the lowest class, drunken soldiers and sailors from the garrison and fleet, and the dwellers in the den itself, have always made night hideous with their orgies. It should here be observed, however, that the existence of this place must not in itself be considered as evidence of unusual social depravity or unbridled licentiousness among the natives, but simply as the result of a system by which the Government endeavours, by confining the "social evil" within certain bounds, to keep it more effectually under the control of the law. But the position of this suburb with regard to the settlement was most ill-judged, and we are glad to observe that the *Gorgio* have promised that when rebuilt it shall be removed to a safe distance.

To resume—no sooner had the fire broken out at the spot indicated than it spread rapidly along the narrow street leading to the *Yoshiwarra*, which instantly caught and was soon in ashes. Surrounded by a deep moat, with water also on both sides of a narrow street, the only means of exit, the frightful position of the wretched inhabitants of that quarter, at least a thousand in number altogether, may be imagined. A large number fled to a little temple at the end of the *Yoshiwarra*, which, standing rather apart from the rest of the buildings, was saved, a little oasis in a waste of flame; many plunged into the moat and escaped by swimming, others got across in the few boats that happened to be moored to the banks. And here we have the pleasure of recording the valuable aid rendered by the Rev. M. Buckworth Bailey, Consular Chaplain, and Dr. Dunwoodie, R.N., of the Naval Hospital. These two gentlemen arrived early at the dreadful scene of destruction, and found of course all in confusion, with no guiding head to direct many willing hands; boats punted across and grounding halfway, some selfishly seized by one or two that could have held a score, and great loss of life imminent. By passing ropes across and thus enabling boats to be hauled quickly to and fro, many were ferried over while Messrs. Bailey and Dunwoodie were rapidly constructing a bridge of boats, by means of which ultimately all escaped who had not previously fallen victims to fire or water.

Meanwhile the fire had run up the narrow street and spread right and left in the native town. So dry were the roofs, so strong the wind, that flakes of burning shingles were lifted and carried to great distances, and the flame bursting out wherever they alighted, the fire seemed to leap to spots a hundred yards distant from the spot of the main conflagration, and the native town presented at one time the appearance of a place set on fire by incendiaries in twenty spots at once on a well-concerted plan. The Yokohama Volunteer Fire Brigade had out two of their engines immediately, and were halted in the open space between the foreign houses and the new Consulate ground. At that moment the flames had spread to a block of low bungalows immediately behind the Custom-house. In this mass of Japanese shanties—of wood, plaster, and paper—lived the subordinates in most of the Foreign Legations and Consulates, and there, too, were situated the actual offices of the American, Prussian, Swiss, and Portuguese Consulates themselves. The rapidity with which this block caught and burnt like tinder was simply marvellous. A house would be seen intact, a flake of fire would fall on the roof, and in less than five minutes the building would sink down like a house of cards collapsing under the touch of a child's finger. Here lived Mr. Satow, of the English Legation, whose valuable services to students of the Japanese language are already well appreciated and will shortly be more widely known. Many found time in the course of the disastrous day to ask whether his manuscripts had been saved, and we have the great pleasure of announcing that such was the case,—that his servants succeeded in saving his dictionary, still in manuscript, and the copy of the colloquial dialogues, now just on the point of going to press. Mr. Mitford, also of the English Legation, was not so fortunate. This gentleman has been for some time in Peking, and arrived here but a few weeks ago. His manuscripts—translations of Chinese documents and notes for an important work on Chinese literature—have all been consumed. Mr. Siebold, also of the English Legation, has lost a quantity of valuable notes on Japan, and Mr. Schnell, of the Prussian Legation, another student, has sustained similar loss.

Here, too, lived M. Degron, the French Postmaster. His position is a very unfortunate one. His office and house were situated in the very heart of the block, and all he had in the world is destroyed—furniture, clothing, and books. He was on the point of going to France on leave. \$1,500, the savings of some years from not very liberal pay, which he had economised for his expenses while at home, were in his office safe and are lost. And in that safe, too, were the proceeds, in cheques and notes, of the sale of some very considerable quantity of postage stamps and fees. The greatest exertions were used to save the chest but in vain, and M. Planton, a marine, and M. Degron's clerk, were severely injured in attempting to rescue it. We hear that this brave young man behaved so well as to have been recommended by the Commandant for a decoration.

The whole of the Japanese Custom-house soon afterwards catching fire, a great body of flame was projected against the warehouses; the roof soon caught, and in a short time the building fell, and over \$160,000 worth of goods were burning. The amount of loss is justly thought small. It is fortunate that during the whole of the month large deliveries had taken place, and hardly anything sent in; and the figure we give represents the total amount of loss. Mr. Seare, the superintendent, was on the spot at the first alarm of fire, and succeeded in rescuing his books and papers, which, however, were subsequently destroyed in what was thought to be an utterly imprudent mud-built silk safe of like construction to those which may be seen dotting the wide expanse of the debris of Japanese houses.

Meanwhile, a flake of burning wood had flown over to the new American Consulate, a building standing nearly opposite to Messrs. Jardine's. It alighted on a small mat shed built for the workmen, which was instantly blazing, and quickly the whole house was on fire, and a great body of flame from it streaming straight out into the bay. Here it was hoped that, should the wind keep steady, the mischief would end; but a few miserable little Japanese houses made a link of connection between the native and foreign towns, and here the fire crept up, seized the nearest European house, that of Mr. Crace, agent for Messrs. Chapman, King, and Co.—then Messrs. Hooper and Clarke's—some large taverns, and finally the Yokohama Hotel and the houses at the corner of the main street. There were destroyed, the house and godowns of Messrs. Thorel, Ziegler, and Co.,

Overweg and Co., and Eisler and Co.—the last named store-keepers, and supposed to have been uninsured, their policy having expired on the previous Saturday. A variety of stores and less important buildings in the neighbourhood were of course also consumed, and then the house and godowns of Messrs. Jardine's on the Bund caught fire, and the wind shifting slightly to the eastward, and showing symptoms of veering still farther to the same point, the foreign settlement became in imminent danger. For here we pause to note that the whole of the native town which had been attacked being down and its embers still blazing—a fierce fire raging in the bonded warehouses where the walls had long since fallen in, and a long pile of bales of goods, 16 feet high, showed like an enormous furnace of gigantic blocks of coal—the whole north-west side of the settlement proper in flames, and the large masses of the Custom-house and new American Consulate assisting to increase the fire—a shift of wind for a quarter of the compass from south-west to north-west, which about 10.30 seemed imminent, must infallibly have caused the destruction of the whole front of the place, or, in other words, the houses and godowns of nearly every important firm in Yokohama. Fortunately this change of wind did not take place until later, when much of the great wall of fire had sunk into smouldering embers. It must seem almost incredible to readers at a distance that this immense amount of destruction should have been consummated in little more than an hour! But such is the fact; and those who have had an experience of Eastern life will understand why a gentleman sitting in the Club at breakfast, and being told that his house, a Japanese built bungalow, was on fire, should have simply thanked his informant and called for more coffee; for he knew of course that, if the fact were so, the house and all in it would be a mere heap of blazing ruins long before he could have reached it. And this circumstance actually happened.

The houses contiguous to Messrs. Jardine, Matheson, and Co. along the bund were No. 2, Messrs. Walsh, Hall, and Co.; No. 3, Messrs. Wilkin and Robinson; No. 4, Messrs. Reiss and Co.; No. 5, the Dutch Trading Company, and then the Club. Nos. 2 and 3 successively fell before the advance of the flames. Messrs. Reiss and Co.'s godowns, however, with £50,000 worth of goods in them, happily resisted the attack. In the rear fell the godowns of Messrs. Lindau and Co.—the house being untouched by some almost miracle—the offices of Messrs. Schultze, Reiss, and Co., and a mass of small wooden bungalows, livery stables, Chinamen's houses and wooden godowns, which stood among their statelier neighbours. Meanwhile the sailors from the fleet, and a very large detachment from the garrison, with some engineers had appeared upon the scene, and a little after noon it was decided to blow up the house No. 5, the residence of Mr. Van der Tak, agent for the Dutch Trading Company, in the hope of saving the Club, standing on the same lot and thus preventing the flames from spreading. Lieut. Bond, R.E., conducted the operation in person, and his daring and coolness in doing his work were very remarkable. Meanwhile the houses and godowns of Messrs. Carst, Lels, and Co. had taken fire, and, being of great extent and situated close behind the Club, it was thought to be in imminent danger. A party of midshipmen and some of Mr. Van der Tak's Japanese coolies, with Mr. Smith, the well known Club Secretary, at their head, worked in the most gallant manner to save the threatened building. One end of the building was several times actually on fire, but one of Mr. Van der Tak's servants kept there at his post, and extinguished each flake of the fire as it fell on the roof. The middies were busy keeping the whole roof wet, and did indeed good service. One of these lads we are sorry to hear—Mr. Hammond—rolled off, and suffered severely from the fall. Care was at the same time given to the main building. Fortunately there happened to be upon the premises a couple of small pumps and a plentiful supply of water in large tubs and tanks. A bucket full of water here, another there, stopped each spark that lighted on the building and—almost ludicrous though it may seem when told in sober print—a few coffee cups full of water at one time saved the Yokohama Club, for fire had lighted on the roof and some timber had caught fire, when Mr. Smith, happening by good fortune to be in the upper story, saw the danger and stopped the fire by this simple means.

But while the Club was being saved, the fire had passed it and seized No. 6, an old wooden bungalow, the residence of Mr. A. O. Gay, agent for Messrs. A. Heard and Co., and then to No. 7, when the godowns of Messrs. Ross, Barber and Co. were entirely consumed, and their bungalow much damaged. Here it was that the sailors from the merchant ship *Chaa-ae*, under

command of Captain Shewan, did good service with a little ship's engine, which they had ultimately to abandon. By this time, just when darkness was approaching to add to the difficulties of those who were working to suppress the flames, the wind suddenly shifted again, and commenced to blow right inland, threatening to ignite the houses in the rear, which had hitherto escaped. It was then deemed necessary to blow up the new house of Messrs. Textor and Co. in Water street, and this was unfortunately done. We say unfortunately, for the wind again changed immediately and blew seawards; and the house might have been spared, but at the moment the precaution seemed indispenable. And then the wind dropped, and the progress of the fire was happily arrested.

The services of the 9th Regiment were called into requisition to aid in suppressing the fire, and a large number of sailors were landed from Her Majesty's ships of war for the same purpose; and we regret to observe that, with a few exceptions, the conduct of all these men was most disgraceful. At first, the men worked well, and were under complete control of their officers; but as soon as a few store rooms had been opened, and particularly after a wine and spirit store in the main street had been gutted, many men were seen drunk, and soon, except the few good men who could be kept with their officers, the soldiers of the 9th and the sailors from the fleet threatened to become as dangerous enemies to the foreign settlement as the fire itself. There was more than one instance of that most heinous crime in a soldier—drunkenness on guard and desertion of his post. In one case where a corporal and two men were placed on an important guard, the men were both drunk and deserted one after the other, and a civilian who went to get a relief for the corporal, found him absent also on his return. In one case a resident had to drive out men from his dining-room with a revolver, and there is another of sailors of the *Princess Royal* entering the office of a merchant, opening his desk and stealing therefrom a cash-box containing property of very great value. The merchant followed the men to their boat and would have searched for his box, but was driven back, assailed with the grossest abuse and threatened absolutely with personal violence, the officer of the boat being meanwhile perfectly helpless in the hands of his men. The officers, one and all, worked with the utmost goodwill, and many showed singular presence of mind and talent for command, and they deserve the best thanks of the Yokohama community for their help.

The entire area destroyed by the fire appears to have been about fifty acres, and on the few following days this presented an extraordinary scene of devastation. A correspondent says, "By the third day the Japanese had already begun to rebuild their houses. A temple and one godown were the only buildings left standing in the Gankiro. Lying at the side of the road I observed five heaps covered with straw matting. Just then a Japanese officer, a kind of coroner, came up, and the straw covering was removed from the first heap. It was a poor girl, apparently about 22 or 23 years old. Her left arm was bent over her face, her right arm stretched out to its full extent, as though she had thrown herself out to her face to avoid the suffocating smoke. The next two heaps were girls of about the same age dreadfully burnt; the other two were a little girl and a middle-aged man. The officer took a full description of them. Thirty-seven bodies have been found, most of them drawn out of the water; one girl's remains were found in a well. It is impossible to say how many were burnt up in this place. The Japanese say that about one hundred lives were lost altogether, by fire and drowning." Great distress of course resulted to the poor people burnt out, but active measures were immediately taken by the native authorities for their relief. A large theatre in a part of the town unconsumed was made into a sort of casual ward, and in a village across the creek 500 more were billeted. All the burnt out Europeans found shelter, of course, among their friends. A charitable gentleman, Mr. Hoey, himself lying sick in the settlement, placed in the hands of the Consular Chaplain a thousand "bous" for distribution among the destitute Japanese. There has been doubtless great destruction and loss of property among Europeans, some of whom can ill bear the calamity, but in the case of the natives, there must certainly be hundreds who have lost their all, and Mr. Hoey's generous gift is worthy of the highest praise. The well-known liberality of the foreign community renders it probable that his example will find many imitators.

As far as we can gather from the roughly estimated accounts received, the loss of property in the form of merchandise is less

than might have been supposed. Only about forty bales of silk were burnt, which were under inspection in foreign godowns. The loss of tea is estimated at between 4,000 and 5,000 piculs—about 1,600 having been lost in the foreign settlement and the remainder in the native town. In the bonded warehouses the losses were as follows:—Grey Shirtings, 6,299 pieces; Chintzes, 5,794; Gingham, 4,000; Orleans, 1,000; Figured ditto, 100; Taffachellas, 4,000; Camlets, 2,990; Muslins, 900; Printed Cottons, 1,500; Spots, 1,048; Velvets, 156; and Cotton and Woollen Mixtures, 1,287. The total value of these and a few sundries is \$162,000. A large amount of curios have of course been destroyed, the chief shops for such articles being in the locality desolated by the fire. The following statement gives the actual liabilities of the various insurance offices:—

China Fire	—	...	\$341,000
Imperial	...	...	£20,000
Phoenix	...	...	66,900
North British	...	...	52,000
Northern	...	...	306,500
Commercial	...	...	9,000
Queen	...	...	9,000
Royal	...	...	79,000
London and Lancashire	...	...	192,000
Liverpool and Globe	...	...	80,000
London	...	...	43,700
Sun	...	...	156,500
Samarang	...	...	20,000
Albert	...	...	43,000
	£212,700		\$1,145,900

Thus, reducing the sterling at a rate of 4s. 6d., the total liabilities of all the offices in dollars amount in round numbers to \$2,100,000. Twenty per cent. taken from this will leave their probable actual loss. And perhaps a little less than this would represent the amount uninsured, so the total pecuniary loss in the foreign town may be roughly called four million of dollars. The natives say that they have lost another two millions, which is perhaps about the correct figure.

It appears that Sir Harry Parkes was absent on the day of the fire, having left for a short trip into the country a few days previously. On his return on the 20th November we are told that he immediately visited the scene of the conflagration, and several of those who had been sufferers. No sooner had he realised the great losses some have endured, than he commenced making active inquiries as to means of affording relief to the most urgent cases. The day after the catastrophe some of the ladies busied themselves to set measures on foot for the same purpose, and besides a public subscription, a concert is spoken of, at which they have generously offered to assist. Under such circumstances, an entertainment of the kind would be certain of success.

THE STRAITS GOVERNMENT.

The form of Government which is about to be instituted may be said to assimilate closely to that in force in the colony of Ceylon. It will consist of a Governor and Legislative Council; the latter body comprising six official members and four unofficial members, two of whom will represent Singapore and the other two Penang and Malacca respectively. The Governor is to visit Penang for three months and Malacca for one month in every year. The troops stationed in the island will be a wing of a European regiment, six companies of the Ceylon Rifles, and two batteries of Artillery. Of these, 880 men are to be considered as stationed in the settlements exclusively for colonial purposes. The Colonial Military Contribution will be £59,300 per annum.

The Executive Council will consist of the Governor, the Colonial Secretary, the Attorney-General, the Commanding Officer, the Government Agent of Penang, and the Government Agent of Malacca. The titles of the two last mentioned officers will probably be changed to that of Lieutenant-Governor. The official members composing the Legislative Council will, in addition to the Governor, be the Chief Justice of Singapore, the Colonial Secretary, the Attorney-General, the Treasurer, the Auditor-General, and the Chief Engineer. The unofficial members will be two members for Singapore, one for Penang, one for Malacca, and the Clerk of Councils.

The following is a list of the various offices under the new Government with the names of the employés where the appointments have been made. The total of the salaries amounts to £59,693.

CIVIL ESTABLISHMENT will be as follows:—Governor, Colonel Harry St. George Ord, R.E., C.B., £5,000; Private Secretary, £300, H. F. Plow; Colonial Secretary, £1,800; Chief Clerk, £300, W. S.,

Leicester; Second Clerk, £180, G. Perreau; Third Clerk, £96, J. A. Hawkshaw; three other Clerks and a Malay Writer; also three Cadets at £20 each. Auditor-General, £1,000, Chas. John Irving; First Clerk, £360; Second Clerk, £300; Third Clerk, £180; Chief Engineer Straits Settlements and in charge of Public Works Singapore, £1,400; First Clerk, £240; Second Clerk, £180; Estimator, £120; Draftsman, £120; Surveyor-General, £864, D. Quinton; Colonial Surgeon, £960; Government Printer, £112, L. F. D'Souza.

SINGAPORE.

TREASURY AND STAMP OFFICE.—Treasurer and Commissioner of Stamps, £1,000, W. W. Williams; First Treasury Clerk and Cashier, £390, J. B. Leicester; Second Clerk and Accountant, £120, F. R. Frois; Deputy Commissioner of Stamps, £360, G. Norris.

LAND REVENUE SURVEY OFFICE.—Assistant-Surveyor, £180, J. Peel; Draftsman, £180, Wajid Khan.

REGISTRATION OF TRADE AND SHIPPING.—Deputy Registrar, £300, John Cooper; First Clerk, £96, E. Leicester, and two other Clerks.

PUBLIC WORKS.—Head Overseer, £300, J. M. Magalhaens; Second Overseer, £180, W. D. Baylis; and a Storekeeper.

ECCLESIASTICAL.—Acting Colonial Chaplain, £960, Rev. C. J. Waterhouse.

MEDICAL.—Acting Assistant Colonial Surgeon, £564, A. Fergusson. LAW AND JUSTICE.—SUPREME COURT.—Chief Justice, £2,500, Sir P. Benson Maxwell; Clerk, £300, C. G. Baumgarten; Attorney-General, £1,000 and private practice, Thomas Braddell; Crown Solicitor, £250; Registrar, £1,200, C. Baumgarten; First Clerk, £600, G. W. Lecker; Second, £300, W. F. Hendriks; Third, £120, A. A. Baumgarten; Chief Interpreter, £300, G. W. D. Geils; Chinese Interpreter, £120, Tan Kay Sing; and three other interpreters; Sheriff, £360, H. Hewetson; Jailor, £120, G. W. Ganno; Clerk and Bailiff, £96, Robert Jeremiah.

COURT OF SUMMARY JURISDICTION.—Judge, £1,500; First Clerk, £240, W. Norris; Second Clerk, £120, Henry Holloway; Head Jailor, £180, J. Burnett; Assistant Jailor, £60, C. Ribeiro.

POLICE.—Senior Magistrate, £960, J. D. Vaughan; Junior Magistrate, £540, F. H. Gottlieb; Commissioner of Police, £1,200, T. Dunman; Deputy-Commissioner and Coroner, £528, K. B. S. Robertson; First Clerk, Magistrate's-office, £254, S. Leicester; Second, £118, R. J. Duncan; First Clerk, Commissioner's-office, £132, H. Hewetson; two other Clerks, a Writer, and three Interpreters.

CHARITABLE INSTITUTIONS.—Superintendent Lunatic Asylum and Apothecary, £216, R. Watson; Senior Apothecary, General Hospital, £132, F. G. Eade; Apothecary, Pauper Hospital, £114, J. J. L. Wheatley.

MARINE.—Master Attendant and Shipping Master, £840, Lieutenant Burn, I.N.; Deputy ditto, £360, G. T. Wright; First Clerk, £144, H. D. Chopard; Second, £120, G. S. Reutens; and three other Clerks, Gunners, Light-keepers, &c.; First Light-keeper, £108, T. Todd.

SUPPRESSION OF PIRACY.—Commander steamer *Pluto*, £420, J. Eales; Officer steamer *Pluto*, £210, D. H. Thom; First Engineer, £360, R. H. Wischam; Second, £150, J. Akan.

POSTAL.—Postmaster; Assistant Postmaster, £600, William Cuppage; Charge Taker, £400; First Sorter, £240, James Nicholson; Second, £100, William Brown; and three other sorters.

PENANG.

TREASURY AND STAMP OFFICE.—Government Agent, £1,800; Collector of Stamps and Assistant Treasury Department, £480, Philip Jones; First Treasury Clerk, £120, J. E. Hogan, and two other Clerks.

COLLECTOR'S OFFICE.—First Clerk, Penang, £180, E. Laureiro, two other Clerks and three Collectors; First Clerk, Province Wellesley, £158, J. Hogan and three other Clerks.

REGISTRATION OF TRADE AND SHIPPING.—Deputy-Registrar, £121, J. Rodyk.

PUBLIC WORKS.—Executive Engineer, £720, J. Bennett; Head Overseer of Works, £280, E. Scully.

ECCLESIASTICAL.—Acting Colonial Chaplain, £960, Rev. J. Mackay, B.D.

MEDICAL.—Acting Assistant Colonial Surgeon, £564, J. B. King. LAW AND JUSTICE.—SUPREME COURT.—Chief Justice, £2,000, Sir W. Hackett, Knt.; Clerk, £300; Crown Solicitor, £250; Registrar, £1,080, A. Rodyk; First Clerk, £600, W. N. F. Caunter; Second, £300, A. W. S. Stewart; Third, £120, R. Scott; Chief Interpreter, £360, G. W. Symons; Chinese Interpreter, £120, Koh Ten Choon; Sheriff, £300, J. B. D. Rodyk; Jailor, £96, R. R. Reutens.

COURT OF REQUESTS.—Commissioner Penang, Police Magistrate, *ex officio*; First Clerk, £180, T. G. Mitchell; Second, £90, B. Jeremiah; Commissioner, Province Wellesley, Police Magistrate *ex officio*.

POLICE.—Magistrate, Penang, £720, C. B. Plunket; Magistrate, Province Wellesley, £720, G. W. Earl; Commissioner of Police and Coroner, £528, C. B. Walker; Deputy Commissioner and Coroner, £300; First Clerk, £180, J. Hogan; First Clerk, Commissioner's Office, £150, Martin Thomas.

CHARITABLE INSTITUTIONS.—Apothecary General Hospital, £120, J. Ash; Assistant Apothecary, Province Wellesley, £120, G. E. Lillywhite.

MARINE.—Harbour Master and Shipping Master, £660, G. F. Gottlieb; First Clerk, £96, Z. C. Aeria.

SUPPRESSION OF PIRACY.—Commander steamer *Mohr*, £240, P. Earl; Engineer, £175, J. Dick.

POSTAL.—Postmaster, Harbour Master *ex officio*; Assistant Postmaster.

MALACCA.

TREASURY AND STAMP OFFICE.—Government Agent, £1,200; Collector of Stamps and Assistant Treasury Department, £240, J. Overie; Treasury Clerk, £120, L. Fernandis; Record Office Clerk, £120, H. J. Leonard; Government Surveyor, £600, P. S. Lenthall.

COLLECTOR'S OFFICE.—First Clerk, £192, H. A. Baumgarten; Second Clerk, £132, A. D. Neubronner; and four other Clerks and Writers.

PUBLIC WORKS.—Sub-Engineer, £300, C. A. Evans; First Clerk, £120, C. J. Van Bragt.

ECCLESIASTICAL.—Colonial Chaplain, £420, Reverend W. Hackett.
MEDICAL.—Acting Assistant Colonial Surgeon, A. C. Maingay.
LAW AND JUSTICE.—SUPREME COURT.—Clerk, £600, W. Rodyk ; Chief Interpreter, £144, A. Neubronner ; Sheriff, £180, F. D. Baumgarten ; Jailor, £120, W. Boyd.
POLICE.—Magistrate, £720 ; Commissioner of Police and Coroner, £360, C. J. Hanson ; Clerk, Magistrate's Office, £107, C. S. J. Minjoot ; and three Interpreters.
MARINE.—Clerk, E. Neubronner ; Deputy Registrar of Trade and Shipping, E. Neubronner ; Commander Light-vessel *Torch*, £216, G. L. Baumgarten ; Light-keeper, £96, J. Linchan.
SUPPRESSION OF PIRACY.—Commander steamer *Tonze*, £240, F. A. Fox ; Engineer, £175, C. Goddard.
POSTAL.—Government Agent, *ex officio*.

ST. HELENA AS A PORT OF CALL.

We are glad to find that the merchants of St. Helena have become fully alive to the importance of removing one serious impediment on trade—that arising from the tonnage dues exacted at Jamestown. Such dues constitute an unpleasant item in a captain's list of his vessel's expenses. Whilst little fault can be found with these dues in the abstract, it is certain that their operation is to restrict the number of calls ; and, as in any given instance, the payment is likely to constitute but an insignificant sum compared with the total spent ashore, the aggregate loss to the community is a serious one. The Governor, it appears, has only an eye for the direct proceeds, and refuses compliance with a most influential memorial. We trust that no time will be lost in forwarding it through his hands to the Colonial-office. On the score of actual loss to a small community, possessing but a limited market, and living in the midst of ocean, this is a serious matter, and their well-considered representation must not be summarily dealt with after the style of the "old school." We find from an able article on this subject in the *St. Helena Guardian* that the merchants would willingly submit to pay a certain percentage for business done with the ships rather than continue the present impost, so that the revenue should not suffer loss. An increase of ships calling would increase the revenue from water rates, and in various ways add to the prosperity of this interesting colony.

The steamer *Colorado*, which left San Francisco on the 1st January for Hong Kong, is announced to leave on the return voyage on the 13th February. The next steamer from San Francisco will leave on the 3rd April. Passengers from this must leave Liverpool by the West Indian and Pacific steamer of the 20th February.

TELEGRAPHIC advices from Batavia to 29th December announce the arrival of Governor Meyer from Holland.

TENDERS have been invited for the conveyance of troops to Singapore, and also from the Cape to Hong Kong. Particulars will be found in our "Shipping Intelligence."

Naval and Military.

The Urgent troop ship finally left Plymouth on the 27th Jan. for Hong Kong. The Urgent has on board a large number of naval officers, seamen, and marines for service in the gunboats and other of Her Majesty's ships now serving in the Chinese and Japanese seas. The list of naval officers going out in the Urgent for this service includes Captain Hickley, R.N. ; Lieutenants Cameron, Rose, Anson, Kent, Grenfell, Griffith, Crosbie, and Broxham ; Master John Tully ; Paymaster J. M. Blyth ; Second Masters Hedden, Packer, Fox, and Ridden ; Assistant-surgeons H. R. Ryall, R. Nelson, E. W. Lesly, H. Hansford, Eugene Van Meru, and C. G. Wode-worth ; Chief Engineer E. M. Avoy ; Engineers Young, Foster, Coltam, Sanders, Murray, and Green ; 25 assistant-engineers, 8 warrant officers, and upwards of 50 seamen and marines. The Urgent will call at Loando, the Cape of Good Hope, Mauritius, Singapore, and Ceylon during the outward voyage. The machinery of the ship since her arrival at Portsmouth from foreign service in August of last year has undergone considerable repairs, and important modifications have been made in the overhead arrangements of the boiler-room and stokehole. The engines have had new condensers and air pump, and a general overhaul and repair of all other parts. New boilers were also required, and a set which had been lying in the dockyard for some time, marked "Furious," were appropriated for the purpose, the said Furious being now a coal hulk converted from a once formidable paddle steamer.

Letters from Madeira announce the arrival on the 23rd ult. of H.M.'s armour-plated ship *Zealous*, 20, 800-horse power, Captain R. Dawkins, bearing the flag of Rear-Admiral the Hon. G. F. Hastings, Commander-in-Chief of the Pacific squadron. During her passage out the *Zealous* had encountered very severe weather, and ran short of coals, necessitating her putting into Lisbon for a supply. After receiving 200 tons at Madeira she sailed again at noon on the 27th ult., all well. The screw sloop *Rinaldo*, 7, 200-horse power, Commander W. K. Bush, arrived at Madeira on the afternoon of the 27th ult., and sailed late in the afternoon of the 30th for China. The sloop-corvette *Reindeer*, 7, 200-horse power, Commander

E. Nares, arrived at Madeira on the 1st inst., after a lengthened passage, during which she encountered a succession of very high gales. On the 14th ult. the *Reindeer* exchanged signals with the brig *Commerce*, of London, standing east, in lat. 49 40 and long. 3 45. The *Reindeer* was at Madeira at the despatch of the mail, but would leave in a few days for China.

The *Rodney*, 78, screw steamship, 2,770 tons, 500-horse power, fitting in Sheerness dockyard, has been fully commissioned as Admiral Keppel's flagship for China, by Capt. Algernon C. F. Heneage. The following officers have been appointed, and taken up their commissions :—Commander Edward White, Lieuts. W. R. C. Cookson, M'Hardy (for gunnery duties), Archibald H. Turner, Thornhaugh P. Gordon, C. O. Woodroffe, and W. L. Bamber ; Master Wm. H. Harris, Staff-Surg. Dr. Chas. Forbes, Surg., additional, Dr. Henry Fagan, Paymaster G. Grant, Chief Engineer, James Coade, Sub.-Lieut. Hugh M. Tyler, Second-Master Charles H. P. Douglas, Assist.-Surg. Bradley Gregory, Assist.-Paymasters John T. Hugo and T. A. Irwin ; Midshipmen John V. Fawcett, Herbert Horner, G. H. Moore, C. Hantingford, Tyne F. Hammell, Cecil H. Whish, W. S. Taylor, Sydney A. Holt, W. M. Atkinson, Archibald E. C. Kennedy, and Henry C. A. Morshead ; Naval Cadets, Henry Ponsonby, Gerald Ellis, Francis C. M. Noel, Sydney H. Abell, Herbert R. L. Phillips, Stuart R. Paltulo, and Clement C. Woodland ; Clerk Francis T. Lobb ; Assist.-clerks Richard H. Clark, John Hyde, and Joseph H. Potter ; Engineers William Collier and Henry W. White ; First-class Assist.-Engineers Frederick Hallett and W. M'Naught. Capt. W. G. Hale, First-Lieut. F. Baldwin, four non-commissioned officers, two drummers, and 102 privates of the Chatham division of Royal Marines Light Infantry have been placed under orders to embark on board the *Rodney*.

Racoon, 22, screw, Captain Purvis, at Devonport, was taken to Keyham to have her internal fittings completed. As soon as ready for sea she will proceed to the Cape of Good Hope station.

H.M.S. *Leopard*, which a few months since returned to England and was paid off after completing her term of service on the China station under the command of Captain Leckie, is advertised by the Admiralty for sale. She is described as being of 1,406 tons and 560-horse power, and now lies at Devonport, where particulars and cards to view her may be obtained from the Admiral-Superintendent. Tenders will be received at the Admiralty up to two P.M. on the 19th February.

BARRATRY CASE.—The American brig *Jackel Packet*, of 120 tons, Capt. John A. Dawes, owner and master, reached Aspinwall on the 14th instant under very suspicious circumstances, and has been seized by the U. S. Consul at that port. It appears the vessel sailed from Singapore on the 19th August, with a cargo of pepper, mace, nutmegs, tapioca, cobre fibre, pearl sago, &c., worth, vessel and cargo, about \$20,000, under a charter from Rautenberg, Schmidt and Co., of that port, and was consigned to Haeg and Co., of Melbourne, Australia, for which voyage her papers were all made out in regular order. This fact alone created considerable suspicion, which was increased by the various rumours set afloat as to the cause of her coming to Aspinwall, one reason assigned by the captain being that he had put in through distress to procure new sails, &c. On obtaining her papers, Consul Rice found that the vessel was originally built in the States, afterwards transferred to the British flag, and then illegally transferred back again to the United States flag, by the U. S. Consul at Singapore. The charter party, and other papers proving a direct case of barratry, were also found in the vessel, and having procured the fullest evidence of an attempted swindle on the part of the captain, Consul Rice seized the vessel and placed a guard of marines from the U. S. ship *Mackinaw* on board of her. Immediately on her arrival at Aspinwall, and previous to seeing the Consul, the captain had disposed of the cargo for about half its value to Mr. Donalizio, but that gentleman declined having anything to do with it on hearing the circumstances. Mr. E. W. Cowan, Lloyd's agent at Aspinwall, rendered Consul Rice very efficient service in bringing evidence to light in regard to this curious affair, and to both these gentlemen great credit is due for the promptness with which they ferreted out all the particulars connected therewith, and the steps taken immediately to bring the culprit to justice. Of course, we presume, Consul Rice will place the vessel at the disposal of his government, so that the actual owners of the cargo will in the end lose nothing beyond the delay. Later advices state that "after a minute examination of the laws on the subject the authorities concluded to allow the consul to remain in possession of the vessel, and she will therefore be at once sent to New York, consigned to the collector of customs there for adjudication."

THE SUPPRESSION OF PIRACY IN CHINA.—Mr. H. N. Lay writes a long letter to the *Daily News* on the recently announced facts that a transport, carrying a large number of supernumerary officers, is under despatch to China, that the gunboats at present laid up at Hong Kong are to be recommissioned, and that orders have been issued by the Admiralty for the building of six or eight gunboats for the China squadron. The inference is that our naval force on that station is to be employed in the suppression of piracy, and against the unconditional adoption of this course Mr. Lay protests. Piracy in China, he says, is not what piracy is in other countries ; it is simply a symptom of disease, and not the disease itself, and is not to be got rid of by repressive measures only, however rigorous. Its existence is but proof of bad government, and to put it down we must go to the root of the evil, Peking, where the remedial means needed must be applied. To interpose for the extermination of the pirates is to interfere between the government and the people. As to our own interests we pursue a most suicidal course when we render aid unconditionally. In delivering the Chinese Government from embarrassment and peril, without conditions of any sort, we remove the only motive, fear, calculated to incline it to mend its ways ; by our own act we mar the chance of improved administration. Why should the Chinese Government be exempted from all events bearing its share of the cost of any force organised to suppress piracy ? It cannot plead impecuniosity, since it draws a large annual revenue from the foreign customs. Besides, we are not the only Power with large interests at stake. French, Americans, and Germans carry on an extensive trade, and Russian interests are growing. Why should we,

Original from
CORNELL UNIVERSITY

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jan. 4	Concepcion	Tuton	Manila	Alicante.
8	Viscount Canning	Wright	Moulmain	Waterford.
10	Victor	—	Penang	Deal.
8	Henriette	Von Harten	Singapore	Cuxhaven.
11	William Melhuish	Ducon	Shanghai	Deal.
11	Naomi	Sayers	Foo-chow-Foo	Do.
11	Island Queen	Dickson	Canton, &c.	Do.
11	Dartmouth	Eliden	Shanghai	Do.
10	Laneburg	Kopper	Batavia	Off Dungeness.
Dec. 27	Franklin	Bursley	Manila	Boston.
27	Ocean Rover	Wilcomb	Batavia	Do.
Jan. 12	Seawell	Thomson	Foo-chow-Foo	Deal.
15	Mary Nicholson	Freebody	Canton, &c.	London.
15	Isure	Daviand	Manila	Belle Isle.
18	Japan Packet	Der Brink	Batavia	Brouwershaven.
12	Honnette	Harten	Singapore	Hamburg.
12	Waterloo	Abraham	Batavia	Texel.
14	Ramsay	White	Padang	Do.
21	Ajax (s.s.)	Kidd	Shanghai	London.
17	St. Oswin	Atkinson	Sarawak	Off Beachy Head
18	Tugal	Gobel	Batavia	Off Dungeness.
24	Veronica	Brown	Foo-chow-Foo	Liverpool.
7	Rangoon	Murray	Sourabaya	New York.
25	Cambrian	—	Akyab	Queenstown.
25	Georges	—	Nagasaki	Downs.
26	Monarchy	—	Foo-chow-Foo	Cowes.
Jan. 10	Tarquin	Kimball	Sumatra	New York.
21	Edinburgh Castle	Erskine	Singapore & Liverpool	Clde.
26	Indemnity	Jenkins	Singapore	London.
26	John Paul	Garric	Shanghai	Do.
26	Knight of Snowdon	Richardson	Do.	Deal.
25	Insulinde	Dunker	Batavia	Off Dungeness.
25	Zaanstroom	Driest	Do.	Falmouth.
25	Lausdowne	Spewart	Shanghai	London.
28	Polmaise	Butler	Do.	Do.
28	Kelso	Black	Canton, &c.	Do.
28	City of Edinburgh	Loden	Singapore	Do.
28	Margaret Campbell	Pill	Nagasaki	Do.
28	Northfleet	Symington	Hong Kong &c.	Do.
27	Frigate Bird	Weeks	Rangoon	Liverpool.
26	Catherina Wilhelmina	Roca	Batavia	Scattery Roads.
26	Marquis of Argyle	Hay	Shanghai	Off the Start.
26	John	Matthews	Padang	Helroct.
29	General Caulfield	Richards	Shanghai	Deal.
29	Baby Castle	Harris	Penang	Do.
27	Mary Goddard	Newhuys	Batavia	Brouwershaven.
27	Hendrika	Valk	Do.	Do.
27	Scheveningen	Annokke	Do.	Do.
27	Ymuiden	Icke	Do.	Do.
30	Beautiful Star	Lees	Foo-chow-Foo	London.
30	Wynd	Smith	Colombo	Do.
29	Pauline C. Eleonore	v. Ingen	Batavia	Texel.
26	Peking	Deinum	Java	Off Portland.
28	Emily Augusta	Plumer	Akyab	Queenstown.
26	Brie Gerusters	Fischer	Batavia	Texel.
27	Bestevær	Rosier	Do.	Do.
27	Noord Brabant	Loos	Sourabaya	Do.
—	Cotherstone	—	Colombo	London.
—	Empire of Peace	—	Akyab	Queenstown.
30	Dageraad	—	Batavia	Deal.
30	Cornelia Gips	—	Do.	Do.
30	Soleut	Passmore	anton	Do.
28	Grondivet	Kaunmings	Batavia	Zerikzee.
29	Pegasus	—	Shanghai	New York.
—	Nelly	Simpson	Do.	Deal.
31	John Bull	Harris	Do.	Do.
30	Maria Anna	v. Monoum	Batavia	Do.
29	Belle of the South	Westcott	Samarang	Off Dover.
29	Do-sborough	Spanderman	Shanghai	Texel.
29	Jason	Rusman	Batavia	Do.
29	Wyore	Fayet	Do.	Belle Isle.
30	Prive	Goujon	Do.	Do.
17	Lady Blessington	Burham	Manila	New York.
Feb. 2	Duamail	—	Foo-chow-Foo	Downs.

* Arrived in 98 days. † Leaky.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 11	Lochnager	Barkfill	Cardiff & Hg. Kong	London.
10	Pat Leuter	Pierre	Hong Kong	Cardiff.
5	Willemina & Clara	Herwerden	Batavia	Texel.
11	John R. Worcester	Wauw	Shanghai	Shields.
—	Titania	—	Do.	Clyde.
12	Priam	Hendersen	Batavia & Sourabaya	Belfast.*
15	Zingra	Pittendrich	Singapore & Penang	Lo-don.
13	Vellie Hastings	Hall	Japan	Cardiff.
16	Challenger	Browne	Shanghai	London.
16	Pak Wan	Stiehl	H. Kong & Canton	Do.
16	Sir William Wallace	Taylor	Cardiff & Shanghai	Do.
16	Constance	Schroot	Singapore	Falmouth.
18	Stuart Wortley	Showers	Cardiff & Hg. Kong	London.
—	Cornelia Adolphine	—	Batavia	Amsterdam.
17	Fortuna	Mory	Hong Kong	Cardiff.
17	Trinidad	Larringa	Manila	Liverpool.
24	Falcon	Gunn	Hg. Kong & Canton	London.
21	Taiwan (s.s.)	Roper	Hong Kong	Aberdeen.
21	Burdwan	Douglas	Do.	London.
22	Frank Shaw	—	Shanghai	Shields.
22	Coral Nymph	—	Do.	Sunderland.
22	Sumatra	Winchester	Ceylon	Do.
25	Everest	Clarke	Hong Kong	Liverpool.
24	Archos	Hopkins	Batavia & Singapore	Do.
24	Concor	Schmitt	Penang	Do.
25	Sir John Moore	Robertson	Cardiff & H. Kong	London.
23	Southern Belle	Chester	Hong Kong	Cardiff.
26	Anazi	Robson	Yokohama	London.
26	Taiwan (str.)	Roper	Hong Kong	Falmouth.
—	Cortene	Wemmerus	Batavia	Amsterdam.
27	Winfield Scott	—	Singapore	Shields.
Feb. 1	Vigil	Gilpen	Shanghai	London.
—	Bavensbourne	Cooper	Colombo	Do.
Jan. 31	Sir Lancelot	Robinson	Shanghai	Falmouth.*
—	Falcon	Grime	Hong Kong	Torbay.

* After repairing.
(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Philomela. For Nagasaki: Chanticleer. For Shanghai: Star of China, Wild Deer, Helen Nicholson. For Hong Kong: Solent. For Hong Kong and Canton: Naomi, Northfleet. For Manila: Ercilla. For Singapore: Benvoirlich. For Penang: Benvenue. For Batavia, Samarang, and Sourabaya: Pieter Adolf. For Colombo: St. Andrew's Castle, Boldon Lawn, Wynaud.

At LIVERPOOL.—For Yokohama: Barracouta. For Hong Kong: Veronica. For Saigon: Nelly. For Onrust: Almonde. For Singapore: Lanercoat. For Manila: Adan y Eva. For Batavia and Sourabaya: Java, Susanna Elizabeth, Navigator. For Galle: Charles, Ellen.

At GLASGOW.—For Manila and Yloilo: Tis y Sobrino. For Singapore: Edinburgh Castle. For Singapore and Penang: Huntly Castle. For Batavia and Sourabaya: Annie Story. For Ceylon and Negapatam: Thomas Mitchell.

SPOKEN.

MARIA CATHERINE, Amsterdam to Batavia, Nov. 27, 11 S., 33 W.
WHITRADER (ship), London to Shanghai, Dec. 6, 4 N., 23 W.
MARIA AND ELIZABETH, Bat. to Rotterdam, Dec. 9, off Cape Agulhas.
GUERTJE and MARIA (D. bq.), Cardiff to S'pore, Dec. 26, 15 S., 33 W.
CLAIRE, Havre and Newport to Galle, Nov. 30, 39 S., 18 E.
J. W. A. LORENZEN, Cardiff to Hong Kong, Dec. 31, 15 N., 28 E. (?)
WILD DAYRELL, Shanghai to New York, Nov. 19, 26 S., 49 E.
SEAFLOWER (? ZEEBLOEM), Sourabaya to Amtdm., Nov. 29, 32 S., 29 E.
CHOICE, of Shields, from Galle, Nov. 27, 23 S., 23 W.
SUSANNE, Bordeaux to Batavia, Dec. 8, 28 S., 29 W.
JOHANNA HENDRIKA (Dich. brigine.), Rotterdam to Sourabaya, Dec. 18.
BATERAES (?), (Dich. bq.), Bat. to Amsterdam, Jan. 21, 49 N., 17 W.
ENDEAVOUR (Am. s.), N. York to Shanghai Nov. 2, in Ombay Passage.
JAMES RUSSELL (s.), London to Hong Kong, Nov. 2, in Ombay Passage.
GLENROSA (bq.), Java to Amsterdam, 75 days out, Jan. 14, 25 N., 31 W.
DIMOND (?) (bq.), Shields to Shanghai, Dec. 20, 11 S., 3 W.
LISMORE CASTLE, London to Shanghai, Dec. 31, 4 N., 20 W.
JUPITER, Amsterdam to Samarang, Jan. 12, 44 N., 14 W.
ELUTHERIA, Shields to Japan, Dec. 23, 4 N., 22 W.
STAR OF THE SOUTH, Liverpool to Galle, Nov. 29, 16 S., 32 W.
SLIEDRECHT (Dutch), Batavia to Amsterdam, Dec. 13, 27 S., 8 E.
LOUISA KRONPRINSES V. ZWEDEN (D.), Bat. to Dordt, Dec. 21, 13 S., 9 W.
PAUL JOHAN (Dut. bq.), Batavia to Schiedam, Dec. 18, 17 S., 4 W.
GENERAL DE STEURS (D. bq.), Bat. to Rotterdam, Dec. 20, 14 S., 8 W.
KORTENAAR, Batavia to Rotterdam, Jan. 14, 26 N., 36 W.
MOUNTAIN ASH (barque), London to Japan, N. of Palawan.

FREIGHTS AND CHARTERS.

Inquiries for tonnage for the Eastern ports still continue brisk, and previous quotations are well maintained; coal freights from the northern outports also remain steady.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meat. To Nagasaki: 50s. weight or meat. To Shanghai: 45s. weight, 45s. to 47s. 6d. meat. To Amoy: 45s. weight or meat. To Foo-chow-Foo: 45s. weight or meat. To Hong Kong: 35s. weight or meat. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meat. To Ceylon: 25s. to 30s. weight, 35s. meat.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £45. For Singapore: £34. For Shanghai: £53. For Saigon: £50. For Yokohama: £50. For Batavia: £35. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong: £2 2s. For Singapore: £1 12s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Yokohama: £2 10s. Batavia: £1 15s. Coke.

The Admiralty have invited tenders for the conveyance of 37 tons measurement, naval common stores; 98 tons measurement, naval boilers; wg. 59 tons, and three tons measurement, Victualling Stores, from the Thames to Hong Kong, for which purpose the Naomi has been ordered to be surveyed. Also about 5 officers (including a medical officer) 2 ladies, 3 children, 101 men, 10 women and 14 children, from Liverpool or Gravesend to Singapore, and of about 16 officers, 4 ladies, 8 children, 9 staff sergeants, 3 wives, 370 men, 27 women, 50 children and 5 horses from Capetown to Singapore.

CASUALTIES.

The Zaanstroom, Driest, from Batavia to Amsterdam, arrived at Falmouth Jan. 25, with rudder broken, loss of sail, and other damage.

The Sea Wave, from the Clyde for Batavia, which went ashore, Jan. 14, on Chapel Bar, near Padstow, arrived at Milford Haven, Jan. 27, in tow.

The Catherine Wilhelmina, Roca, from Batavia, which put into Scattery Roads Jan. 26, leaky, had thrown part of her cargo overboard.

Advices from Rotterdam, dated Jan. 29, state that the Monarchy, from Foo-chow-Foo, arrived at Brouwershaven, had run down an English schooner there, the crew of which were drowned.

The Bestevær, Rosier, which arrived at Texel Jan. 27, from Batavia, had been on her beam ends in a hurricane on Jan. 6, in 43 N., 24 W., and sustained damage to bulwarks, rigging, &c.

The Noord Brabant, Loos, arrived at Texel Jan. 27, from Sourabaya, with rudder broken and part of cargo thrown overboard.

The Pauline Constance Eleonore, Ingen, which arrived at Texel Jan. 29, from Batavia, had lost top-gallant-mast, spars, sails, &c., and sustained other damage, having experienced a hurricane.

The Ymuiden (Dutch barque), Icke, and the Mary Goddard, Newhuys, both from Batavia, which arrived at Brouwershaven Jan. 27, had been in collision near that port, the former sustained damage and the latter lost an anchor.

The City of Delhi, Taylor, from Singapore to London, with a general cargo, went ashore near Dungeness on Jan. 28th and subsequently became a total wreck, crew and passengers saved. Before the vessel broke up a few packages were got out and landed, nearly all in good condition, but since more than two-thirds of her cargo have been washed out.

MISCELLANEOUS.

The unsold portion of the cargo of the Wilhelmina Johanna, Alberts, from Batavia to Rotterdam, which vessel was sold at Algha Bay, previous to the 15th Dec., will be sent on by the E. Shun.

FIFTY-NINTH REPORT OF THE LONDON JOINT-STOCK BANK.

At a GENERAL MEETING of the SHAREHOLDERS, held at the Banking-house of the Company, in Princes-street, Mansion-house, on THURSDAY, the 17th January, 1867, FREDK. JNO. JOURDAIN, Esq., Chairman, GEORGE GARDEN NICOL, Esq., Deputy-Chairman, the following REPORT was presented:—

The Directors have much pleasure in placing before the Shareholders the annexed statement of accounts of the Bank for the half-year ending the 31st ultimo, by which it will be seen that after providing for rebate of interest on bills discounted not yet due, and crediting the Guarantee Fund with the usual interest, the Bank has made a net profit of £183,055. 3s. 7d., including £26,571. 2s. 11d. brought forward from the 30th June.

Of this amount the Directors have appropriated the sum of £135,000 for the payment of the usual dividend at the rate of 12½ per centum per annum, with a bonus of 18s. 9d. per share, together £1. 17s. 6d. per share, equivalent to 25 per centum per annum, and have carried £8,055. 3s. 7d. to the Guarantee Fund, now amounting to £332,846. 10s. 9d., leaving a balance of £40,000, which the Directors have placed to special reserve, in view of accounts not yet closed, resulting from the recent severe crisis, and they trust the course they have adopted will be cordially approved by the Shareholders.

The following Directors retire by rotation, under the provisions of the Deed of Settlement, viz.:—Philip William Flower, Esq.; John George Maclean, Esq.; George Garden Nicol, Esq.; and George Tayler, Esq., who, being eligible, offer themselves for re-election.

The Meeting will be made an Extraordinary General Meeting for the election of a Director to fill the vacancy at the Board, created by the lamented death of John T. Oxley, Esq.

The dividend and bonus, free from income-tax, will be payable on and after Friday, the 25th instant.

The preceding Report having been read to the Meeting by the Secretary, a dividend for the half-year ending the 31st December, after the rate of 12½ per centum per annum, and a further division of 18s. 9d. per share, out of the net profits of the half-year ending as above, were declared by the Chairman.

Resolved unanimously,—"That the Report now read be received, adopted, and printed for the use of the Shareholders."

The following Directors, having retired by rotation, were unanimously re-elected, viz.:—Philip William Flower, Esq.; John Geo. Maclean, Esq.; George Garden Nicol, Esq.; George Tayler, Esq.

The Chairman then declared the meeting to be an Extraordinary General Meeting for the purpose of electing a Director in the room of the late Jno. Timothy Oxley, Esq., and stated that the only candidate was John Stewart Oxley, Esq.

The question having been put to the Meeting, John Stewart Oxley, Esq., was declared duly elected a Director of this Bank.

Resolved unanimously,—"That the best thanks of this Meeting be presented to the Chairman and Directors for their zealous and unremitting attention to the business of the Bank."

Resolved unanimously,—"That the thanks of this Meeting be given to Mr. Jno. Whitaker Nutter, the General Manager, the Managers, and the Staff generally, for their able services during the past half-year."

(Signed) FREDK. JNO. JOURDAIN, Chairman.
Extracted from the Minutes, ALFRED SCRIVENER, Secretary.

THE LONDON JOINT-STOCK BANK.

LIABILITIES AND ASSETS, MONDAY, December 31, 1866.

Dr.		
To capital paid up, viz.:—72,000 shares, at £15 each...	£1,080,000	0 0
To amount due by the Bank on current accounts, deposit receipts, circular notes, and acceptances ...	15,306,237	0 0
To amount of "The Guarantee Fund,"		
June 30, 1866	£319,991	9 8
To six months' interest on ditto, at 3 per cent. per annum	4,799	17 6
	824,791	7 2
To rebate of interest on bills discounted not yet due, carried to new account	19,400	6 0
To amount of net profit for the half-year ending December 31, including £26,571. 2s. 11d., balance of Profit and Loss Account, June 30	183,055	3 7
	£16,918,483	16 9
Cr.		
By Government stock, valued in accordance with the resolution passed by the general meeting of shareholders, on the 19th Jan., 1865, viz.:—£1,200,000 Consols, New Three per Cents., and Reduced, at 90	£1,080,000	0 0
By cash	1,767,053	18 4
By bills discounted, loans, and other securities ...	14,017,949	3 2
By buildings, furniture, &c., at head office and branches	48,480	15 8
	£16,918,483	16 9

PROFIT AND LOSS ACCOUNT for the Half-year ending December 31, 1866.

Dr.			
To current expenses, proportion of building expenses, Directors' remuneration, bad debts, income-tax, &c. £41,198	11	6	
To rebate of interest on bills discounted not yet due, carried to new account	19,400	6	0
To six months' interest on the "Guarantee Fund," at £3 per cent. per annum	4,799	17	6
			£65,398 15 0
To dividend account, for the payment of half-a-year's dividend at the rate of 12½ per cent. per annum, upon £1,080,000, amount of paid-up capital upon 72,000 shares			67,500 0 0
To ditto for the payment of a bonus of 18s. 9d. per share			67,500 0 0
To special reserve			40,000 0 0
To amount carried to the "Guaranteed Fund" ...			8,055 3 7
			£248,453 18 7
Cr.			
By amount of gross profit for half-year ending Dec. 31, including £26,571. 2s. 11d., balance of Profit & Loss Account, June 30			£248,453 18 7
Dr.			
Present amount...			£332,846 10 9
Cr.			
Amount on June 30, 1866			£319,991 9 8
By interest on ditto to Dec. 31, 1866, at £3 per cent. per annum			4,799 17 6
By balance of undivided profit			8,055 3 7
			£332,846 10 9

THE LONDON JOINT-STOCK BANK.

ESTABLISHED IN 1836.

Head Office—5, PRINCES STREET, MANSION HOUSE.

Pall-mall Branch—69, PALL MALL.

Chancery-lane Branch—124, CHANCERY LANE.

Directors.

WILLIAM BIRD, Esq.	PHILIP WILLIAM FLOWER, Esq.	DONALD LARNACH, Esq.	GEORGE POLLARD, Esq.
WILLIAM BLOUNT, Esq.	FRAN. BENNETT GOLDNEY, Esq.	HENRY LEE, Esq.	FREDERICK RODEWALD, Esq.
F. BOYKETT, Esq.	CHARLES JAMES HEATH, Esq.	JOHN GEORGE MACLEAN, Esq.	ROBERT RYRIE, Esq.
GEO. THOS. BROOKING, Esq.	FREDK. JNO. JOURDAIN, Esq.	GEO. GARDEN NICOL, Esq.	GEORGE TAYLER, Esq.
Alderman Sir JAMES DUKE, Bart.	JOHN KNOWLES, Esq.	JOHN STEWART OXLEY, Esq.	

Head Office—5, Princes-street, Mansion-house; J. W. NUTTER, General Manager.

Country Department—5, Princes-street, Mansion-house; W. F. NARRAWAY, Manager.

Pall-mall Branch—69, Pall-mall; R. G. BARCLAY, Manager. | Chancery-lane Branch—124, Chancery-lane; F. K. HEWITT, Manager.

Secretary—ALFRED SCRIVENER.

The capital of the Bank is £3,600,000, in 72,000 shares of £50 each. The sum of £15 has been paid on each share, and the present paid-up capital of the Bank is £1,080,000. The guarantee fund amounts to £332,846.

Current accounts are kept agreeably to the custom of London bankers.

Parties keeping current accounts with the Bank can transfer to a deposit account any portion of their balance, upon which interest at the current rate of the day will be allowed.

Sums of £10 and upwards are received on deposit at interest from parties not customers, either at seven days' notice or for fixed periods as may be agreed upon. The agency of joint-stock banks, private bankers, and foreign banks undertaken.

Investments in and sales of all descriptions of British and foreign securities, bullion, specie, &c., effected.

Circular Notes are issued free of charge for the use of travellers, payable in the principal towns on the continent of Europe and in the chief commercial cities of the world. Letters of credit are also granted on the same places. They may be obtained at the head office, in Princes-street, Mansion-house; or at the branches.

Dividends on English and foreign funds, or railway and other shares and debentures, received without charge to customers.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, 30th August, 1861.

PAID-UP CAPITAL, £1,500,000.

RESERVE FUND, £444,000.

COURT OF DIRECTORS.

CHAIRMAN—HARRY GEORGE GORDON, Esq.
 DEPUTY-CHAIRMAN—WILLIAM SCOTT BINNY, Esq.
 James Blyth, Esq. Lestock Robert Reid, Esq.
 Duncan James Kay, Esq. Patrick F. Robertson, Esq.
 Alexander Mackenzie, Esq. M.P.
 James Walker, Esq.

CHIEF MANAGER—Charles J. F. Stuart, Esq.

BANKERS.

The Bank of England.

The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two. Threadneedle-street, London, 1867.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL £750,000

RESERVE FUND £250,000

COURT OF DIRECTORS.

George Garden Nicol, Esq., Chairman.

Donald Larnach, Esq. Ellis Jas. Gilman, Esq.
 George May, Esq. D. F. Robertson, Esq., Chief
 Sir F. J. Halliday, Esq., K.C.B. Manager (ex officio).
 Jas. Murray Robertson, Esq.

BANKERS.

The Bank of England.

The London Joint Stock Bank.

BRANCHES AND AGENCIES.

Bombay	Colombo	Penang	Shanghai
Calcutta	Kandy	Singapore	Hankow
Madras	Galle	Hong Kong	Yokohama

The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Monies.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited. Particulars as to Rates, &c., can be ascertained on application. 65, Old Broad-street, London, E.C.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HEAD OFFICE—HATTON-COURT, THREADNEEDLE-STREET, LONDON.

Incorporated by Royal Charter.

Paid-up capital, £500,000.

COURT OF DIRECTORS, 1866-7.**CHAIRMAN.**

THOMAS ALEXANDER MITCHELL, Esq., M.P.
 John Allan, Esq. Thomas Lancaster, Esq.
 James Fraser, Esq. Wm. Macnaughtan, Esq.
 John Jones, Esq. Joseph R. Morrison, Esq.

LONDON BANKERS.

The Bank of England; the City Bank.

BRANCHES AND AGENCIES.

Bombay,	Rangoon,	Hong Kong,
Kurrachee,	Singapore,	Shanghai,
Calcutta,	Batavia,	Hankow.

The Corporation buy and sell, and receive for collection, bills of exchange, payable at the above named places, issue letters of credit, undertake the purchase and sale of Indian Government and other securities, hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than 12 months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

HONG KONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN, that the Company having complied with all the requirements of the Hong Kong and Shanghai Banking Ordinance (No. 5, of 1866), have now become and are a corporation thereunder, and their business will from and after this date be conducted under the style or name of the "Hong Kong and Shanghai Banking Corporation."

"The Hong Kong and Shanghai Banking Corporation (Limited)" having ceased to exist, shareholders are now liable for twice the amount of their shares, as is more particularly set forth in the said Ordinance.

For convenience sake, the bills, deposit receipts, notes, and all other documents and engagements whatsoever, bearing the name of the late Company, may be retained, and continue to circulate in their present form as in accordance with the provisions of the said Ordinance, the corporation assume and take over all liabilities, contracts, and obligations of the Hong Kong and Shanghai Banking Company (Limited).

By order of the court of directors,

(Signed) V. KRESSER, Manager.

Hong Kong, Dec. 20, 1866.

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MANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPRINKLING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships. Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry Godowns for the reception of vessels, stores, &c., when requiring to discharge them. Amoy, March, 1865.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club)

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A DAILY PAPER.

PRICE.—2dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

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AN ORIGINAL WEEKLY PAPER.

(Every Thursday Night.)

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The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe, Great facilities are thus afforded to advertisers in this newspaper.

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Hong Kong, May 17, 1866.

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NOTICE.—The undersigned have this day established a BRANCH of BUSINESS in BATAVIA, in connection with their Penang Firm, under the style of LORRAIN and CO., and its management will be under the care of Mr. Wm. Lorrain Hill and Mr. James G. Wilson, the latter signing per procuration.

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WALTER GILLESPIE.

WM. LORRAIN HILL.

Penang, Jan. 1, 1867.

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CONTAINING Treaties, Tariffs Regular Lists of Goods, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for the Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

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"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SEYMOUR'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C. Sole Manufacturer.

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THE CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Impériales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10% per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM TO INDIA, AUSTRALIA, &c., via EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE CARGO and PARCELS for GIBRALTAR, MALTA, EGYPT, ADEN, and BOMBAY, by their steamers leaving Southampton on the 4th, 12th, 20th, and 27th of every month. For CEYLON, MADRAS, CALCUTTA, the STRAITS, CHINA, and JAPAN (YOKOHAMA), by those of the 4th and 20th of each month; and for KING GEORGE'S SOUND, MELBOURNE, and SYDNEY, by the steamer leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 132, Leadenhall-street, London, E.C., or Oriental-branch, Southampton.

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The 9th of every Month for—MESSINA, ALEXANDRIA, ADEN, SEYCHELLES, REUNION, MAURITIUS.

For passage, freight, and information apply to B.W. and H. HORNE, 4, Moorgate-street, London; G.H. FLECHER and Co., Liverpool; at the Offices of the Services Maritimes des Messageries Impériales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

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Fares:—Brindisi to Alexandria, including provisions, 1st class, 575s.; 2nd class, 200s.; third class, 90s., and vice versa.

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JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA AND SAN FRANCISCO.

THE PACIFIC MAIL STEAMSHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for the STRAITS, CHINA, and JAPAN (YOKOHAMA), calling at ACAPULCO, MANZANILLO, MAZATLAN, en route thence to YOKOHAMA and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month.

The COLORADO, 4,000 tons, leaves SAN FRANCISCO with mails and passengers April 3rd, 1867, to be followed at regular intervals thereafter by the other steamers of the line.

For particulars of Freight, through passage rates, &c., &c., apply to H. STARR and Co., General European Agents, 145, Cheapside, London.

OPENING OF THE NEW CHINA STEAM ROUTE FROM LIVERPOOL. VIA THE ISTHMUS OF PANAMA AND SAN FRANCISCO.



THE WEST INDIA and PACIFIC STEAMSHIP COMPANY (Limited) have the pleasure to announce that they have concluded arrangements with the PACIFIC MAIL STEAMSHIP COMPANY for the conveyance, by the latter's new mail line of steamers, of Passengers, Goods, and Specie between LIVERPOOL, YOKOHAMA (Japan), HONG KONG, and SHANGHAI.

THE NEXT DEPARTURE WILL BE:—From Liverpool ... 5th February. Leaving San Francisco ... 3rd April. Due at Yokohama ... 23rd April. Due at Hong Kong ... 2nd May.

Making a connection at Yokohama to and from Shanghai. The steamers will be despatched at regular intervals so soon as those building for the Pacific Mail Company, specially for the service, are ready.

RATES OF PASSAGE FROM LIVERPOOL. To Yokohama ... First Cabin, £110 10s. To Hong Kong ... £120 10s. To Shanghai ... £120 10s.

FREIGHT, FREE OF PRIMAIRE. Liverpool to Yokohama, Hong Kong, and Shanghai, £18 5s. per ton of 40 cubic feet.

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Destination.	Ships.	Class.	Dock.	To Sail.
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Nagasaki	Chanticleer	Al 10 yr.	W.I.D.	With des.

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CHINA, JAPAN, SINGAPORE, and PENANG.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Shipping Day.
Shanghai	Wild Deer	Al 14 yr.	E.I.D.	Feb. 5
Shanghai	Helen	Al 12 yr.	E.I.D.	Feb. 20
Hong Kong & Whampoa	Naomi	Al 10 yr.	E.I.D.	With des.
Singapore	Benvoirchic	Al 9 yr.	W.I.D.	With des.
Penang	Benvenue	Al 8 yr.	St.K.D.	With des.
Kanagawa (Yokohama)	Caractacus	Al 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

STEAM TO CHINA.—The undementioned SCREW STEAMERS are intended to be despatched from LIVERPOOL, at their respective dates, with cargo and first-class passengers, for MAURITIUS, Penang, Singapore, Hong Kong, and Shanghai:—

Name.	Tons.	Captains.	Sailing Day.
Ajax	1,550	Kidd	March 9
Achilles	1,550	Russell	May 18
Agamemnon	1,550	Middleton	To follow.

Each vessel carries a surgeon and stewardess. Apply to ALFRED HOLT, No. 1, India-buildings, Liverpool.

SHANGHAI.—Notice to Passengers.—The WILD DEER, A 14 years, 1,016 tons register, East India Docks, has splendid accommodation for a few cabin passengers. Apply to KILICK, MARTIN, & Co., 10, George-yard, Lombard-street, E.C.

NOTICE to SHIPPERS to SHANGHAI.—The celebrated Aberdeen clipper STAR OF CHINA, A 14 years, 794 tons register, will receive goods in the East India Docks all To-morrow.

For Freight or Passage apply to SHAW, LUTHER, and MAXTON, 2, Royal Exchange-buildings.

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